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Official Publication of

State Road Department of Florida---Florida Highway Patrol

VOLUME 11
NUMBER 1

DECEMBER 1942



Walter C. Sherman, President of the Florida State Chamber of Commerce, (right) presenting a 50-dollar War Bond to Corporal Felix Leon (left), Army Air Forces Flexible Gunnery School, Tyndall Field, Panama City, Florida, winner of the contest for the best story about Florida, submitted by servicemen. (Story on page 10.)

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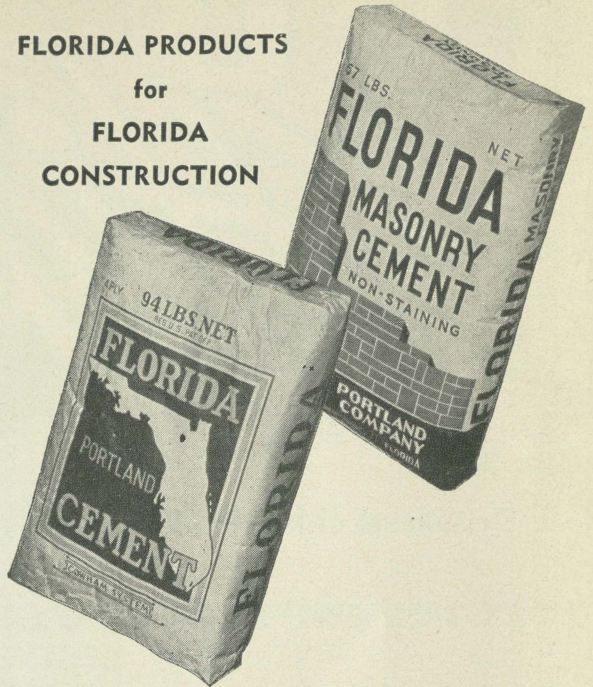
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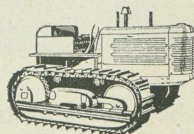
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Transactions of Meeting of Florida State Road Department

HELD IN LAKELAND NOVEMBER 30

The State Road Department of Florida met in regular session on November 30, 1942, at Lakeland, with the following attendance:

Thos. A. Johnson, Chairman; Jack F. Townsend, James R. Stockton, O. G. Lindsey, C. Fred Ward, Members; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. K. Cannon, Asst. Highway Engineer; W. A. Kratzert, State Maintenance Engineer; E. S. Fraser, Bridge Engineer; J. W. Allen, J. R. Slade, H. H. McCallum, N. S. Emery, W. D. Le-

Veille, Division Engineers; T. M. Shackelford, Jr., Attorney; Pat Shannon, Assistant Attorney; R. W. Ervin, Jr., Assistant Attorney; R. J. Waterston, Jr., Auditor.

APPROVAL OF MINUTES

On motion of Mr. Ward, seconded by Mr. Townsend, the minutes of the meeting of October 30 were approved.

APPROVAL OF AWARD OF CONTRACTS

On motion of Mr. Townsend, seconded by Mr. Lindsey, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects and for the furnishing of certain materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

Bids received Oct. 29

Project	Road	County
DA-NI-13(1)	Rd. 556	Hillsborough

Proj or Acct.—Road Bids received Oct. 19

Project	Road	County
SN-U-FAS 78-B(1) 4-A		Monroe

Bids received Nov. 9

Project	Road	County
SN-U-FAS 78-B(1) 4-A		Monroe

Bids received Nov. 13

Project	Road	County
WH Acct. 8413 Div. 1		Pinellas

On motion of Mr. Lindsey, seconded by

Project	Road	County
SN-FA-107-B(1)C & E	4-A	
FAGS 205-A(2)	8 & 85	
SN-FA-175-G(2) & SN-FAGM-275-B(1) (ON)	8-A	
DA-WR-1-A(1)	261 & 48	

MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Lindsey, seconded by Mr. Ward, the following expense accounts of the Members were approved and ordered paid:

Johnson	\$22.65
Lindsey	30.95
Lindsey	4.45
Ward	80.75

REJECTION OF BIDS

On motion of Mr. Stockton, seconded by Mr. Townsend, all bids received on October 29 on Projects AW-FA-13(2) and 74-A(2), Road 2 between Mt. Dora and Plymouth, and Project AW-FA 196-C(1), Road 204 in Duval County, were rejected on recommendation of the Public Roads Administration.

REQUESTS FROM THE NAVY

Lt. P. G. Howe, Air Operations Training Command, Naval Air Station, Jacksonville, presented requests for the reconditioning of certain roads and filed a map on which he had indicated the sections of road referred to. He was advised by Mr. Dowling that some of these could be cared for by regular maintenance, but that other sections would require reconstruction. Chairman Johnson told Lt. Howe that the Department is unable to obtain priority orders for materials with which to carry on construction of projects now under way primarily for the Army and Navy, and that unless Access funds are made available for such projects, and assurance given that materials can be secured, the Department will not be able to do anything toward reconstruction of the projects asked for. Mr. Dowling was asked to make written reply to Lt. Howe and set out in detail the situation as it now exists

Construction

Contractor	Amount
W. L. Cone	\$30,714.06

Materials

Dealer	Amount
Shands & Baker	\$ 2,275.00
Seminole Rock & Sand Co.	1,650.00
Seminole Rock & Sand Co.	202.50

Dealer	Amount
Pa-Dixie Cement Corp.	6,224.80
Pan-Am. Petrol. Corp.	26,695.57

SUPPLEMENTAL AGREEMENTS

Mr. Townsend, the following supplemental

Contractor	Change in Amount
Cleary Bros. Constr. Co.	\$5,683.00 Decrease
J. D. Manly	56.56 Decrease
Cone Bros. Contr. Co.	181.83 Decrease
H. E. Wolfe Constr. Co. & L. B. McLeod Constr. Co.	422.67 Decrease

agreements were approved:

as related to the requests made.

DEDUCTION OF INSURANCE PREMIUMS FROM EMPLOYEES' SALARIES

On motion of Mr. Stockton, seconded by Mr. Townsend, the Chairman was authorized to grant the request of Professional Insurance Corporation for agreement to deduct insurance premiums from employees' salaries, upon the request of the respective employees.

EXPENSE ACCOUNT OF THOS. S. BEARD

On motion of Mr. Townsend, seconded by Mr. Lindsey, an expense account of Thos. S. Beard, former Superintendent of Equipment for the State Road Department, covering unpaid item of \$6.25 in December of 1936, was approved and ordered paid.

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

On motion of Mr. Townsend, seconded by Mr. Lindsey, the Chairman was authorized and requested to determine who should attend the annual convention of the American Association of State Highway Officials, to be held in St. Louis December 7-8-9, and designate those who will go at the expense of the State Road Department.

REDUCTION IN BRIDGE TENDERS

On motion of Mr. Stockton, seconded by Mr. Lindsey, the Engineers were requested to make a survey and report on those points where it might be possible for the Department to dispense with the services of bridge tenders.

LABOR AND WAGES

On motion of Mr. Lindsey, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that in the construction of any project, or the carrying on of any work, deemed to be urgent and very essential, where extraordinary conditions are found to exist, the Chairman of this Department be and he is authorized to work out such increases in wages or salaries over and above the maximum previously set up and approved by the Department as may be found necessary.

DEATH OF ARTHUR B. HALE

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was unanimously adopted:

WHEREAS, it is with deep regret that the Members of the State Road Department have learned of the recent death of the Honorable Arthur B. Hale, former Member and Chairman of this Department; and

WHEREAS, Mr. Hale performed long and distinguished service to his state and to his local community,

NOW, THEREFORE, BE IT RESOLVED that in the death of Mr. Hale the State of Florida, the County of Hillsborough and the City of Tampa have suffered the loss of a loyal and patriotic citizen and a true friend, and his family a devoted husband and father.

BE IT FURTHER RESOLVED that the Members of this Board wish to extend to Mrs. Hale and her family their sincere sympathy in this bereavement and wish this resolution to become a part of the recorded minutes of this meeting.

On motion of Mr. Townsend, seconded by Mr. Lindsey, the Meeting was adjourned, with agreement to hold the next meeting early in January, at Tallahassee, on a date to be set by the Chairman.

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Official Publication State Road Department—Florida Highway Patrol

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VOLUME 11

DECEMBER 1942

NUMBER 1

J. E. ROBINSON
SAM ELLIS

Publisher
Editor

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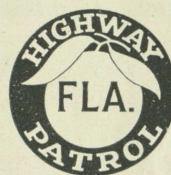
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EDITORIALS

Health, Not Politics

SUGGESTION of Governor Holland that the State Board of Health could do a much better job if it was divorced from politics is meeting with general approval throughout the State. Already it has won enough popularity to assure the serious consideration of the 1943 legislature as a proposal for constitutional amendment to be submitted to the people in the 1944 general election.

We submit that the State Board of Health is doing a good job at the present time but that many obstacles now hindering its functions would be removed if the board was enlarged and permitted to select the State health officer, and, consequently, all health officials and operators, without benefit (?) of politics. We further submit that NOW is the time to make the change—while hundreds of thousands of members of the armed forces, more health conscious than any group outside of the medical profession itself, are training in the State.

The plan, approved by the State-wide public health committee, would permit the governor, who now names the State public health officer, to name a State Board of Health composed of five members, at least two of them physicians, thus adding two members. They would be appointed in staggered terms of five years each, making it impossible for any one governor to name all five members. The first board would be named by Governor Holland if the proposal is submitted to the people and approved at the 1944 election. The board would then name the State public health officer.

In speaking of the proposal, the Miami Herald says that Governor Holland's support of the proposal "means that the amendment will be passed by the 1943 legislature and submitted to the people for approval at the 1944 general elections."

"The governor quite properly notes," continues the Herald, "that the proposed amendment would remove administration of public health matters from politics. Unfortunately, the State board is pretty much a political football, to the detriment of modern, far-sighted programs and the loss of the independence necessary to so vital a State organization."

Provisions of the proposal that at least two members of the five-member board be physicians appear to win approval of the Pensacola News which says, "With Governor Holland making the original appointments, we would be assured of a fair, competent and representative board and his successors could not possibly control such a board because of its staggered terms."

"The plan long has been needed," says the News, "the time is propitious and the public should welcome the change."

Jumping back down to the southern part of the State, we find the Tampa Times declaring, "There seems to be considerable merit to a proposed constitutional amendment to provide appointment of the State health officer by an enlarged State Board of Health instead of by the governor . . . The amendment should

serve to detach the health board from political commitments and confusion, as it should be, and leave it free to map a long-range program for progressive improvement of the health of Florida's people."

The Ocala Star not only endorses the proposed amendment but urges that it be passed by the 1943 legislature and submitted to the people under the recently approved amendment to streamline the changing of the constitution. "Wasn't that the purpose of adopting the short time amendment this year?" asks the Star, continuing, "Undoubtedly the State needs the very best health department, backed up by modernized laws on health and hygiene, to cope with the new health problems that the war has brought to us."

"When we are told that there are upwards of 23,000 cases of venereal diseases in the State now under treatment, and probably countless thousands of cases which have not come under the observation of public health authorities, it is past time to get our house in order for more stringent, more effective control of these social diseases which have made such inroads on our young men of draft age . . . There is no connection between politics and health matters, and there should be none."

Another central Florida newspaper, The Orlando Sentinel, asserting that the administration of public health is properly a science calling for a medical engineer and sanitary expert properly fortified with legal authority and funds sufficient for the task, continues:

"This country is hag-ridden with several serious diseases that could be entirely wiped out and which the medical profession knows how to wipe out, if adequately endowed. . . .

"The legislative program ought to carry with it proposals for revenue, without which a program would be only so much waste paper."

"Like almost all progressive legislation, such measures would require a constitutional amendment, when what the State needs is a constitutional convention to end all amendments."

The work of the State-wide Public Health committee, which originally proposed the health legislation and whose proposals are supported by Governor Holland, is the subject of an editorial appearing recently in the Pensacola Journal, part of which follows:

"Although membership on the State board assuredly should contain representation of the medical profession, it also should include some laymen or women so that the entire health machinery of the State would not be under full control of the doctors. Many men and women in Florida have taken a keen interest in public health and this lay interest, which is a wholesome influence, should be encouraged in prescribing qualifications for membership on the new board of five."

"The work of the State-wide Public Health committee has been of tremendous influence for improvement of health administration and health conditions throughout Florida. It has aroused the public to the economic as well as the humanitarian factors involved and the public now is in a frame of mind (Continued on page 38)

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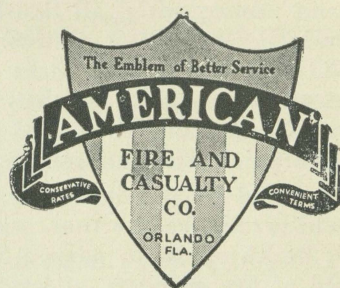
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FLORIDA FOURTH ESTATE

In Control

Result of the election on the amendments, its indication that Governor Holland continues to hold the public's esteem and will have full control over the 1943 legislature, won prominent mention in newspapers throughout the State last month.

"Governor Holland will control the 1943 legislature," is the flat-footed statement of Fuller's Florida Letter, written by Walter Fuller, St. Petersburg, and carried by a number of daily and weekly newspapers of the State. "Very few Florida governors," says the Letter, have commanded the confidence and vote of a majority of the legislators in their second legislative term. This service has frequently indicated that it thought Holland would. The overwhelming endorsement the voters gave the gas tax amendment makes that certain . . . The vote of confidence in Holland is so resoundingly loud that no politician in his senses is going to pretend he didn't hear it."

A subsequent Fuller Letter, parts of which were reproduced generally over the State indicating the agreement of newspapers publishing it, declared that "the scores are tributes to Governor Holland on the first and the people themselves on the latter, in the case of the gas tax and tax exemptions amendments, and a reflection of the power of the press."

Biscayne Bill, in an "Intercepted Letter" in the Miami Herald, wrote Governor Holland that "the final figures on the gas tax amendment . . . are a tribute to the confidence with which Floridians accept your recommendations." The St. Cloud Tribune, pointing to action of Orange County commissioners in refunding a bond issue "before the ink was dry on the canvassing boards' election reports" on the passage of the gas tax amendment, says "proof of the pudding not only has been brewed but has been tasted and not found wanting." The Tribune says Orange County will save, by the amendment's provisions, \$20,000 per year, or a cool half million dollars over a 25-year period.

Coupling the result of the election on the gas tax amendment with previous statements of Governor Holland and other legislative leaders, among them Senate President Philip D. Beall, Pensacola, and House Speaker Richard H. Simpson, newspapers look forward to an economical session of the next legislature, both from the standpoint of actual expense of the session and that of cost to the people in additional taxes.

"Any statement by a responsible person connected with State government that we can keep on going on present revenue sources, should hold the interest and enlist the support of the taxpayers in the mass," says the Ocala Star, referring to Speaker Simpson's declaration in regard to prospects for the '43 session.

" . . . In substantiation of his belief that new revenues will not be necessary, Speaker Simpson points out that although there have been sharp decreases in many tax revenues, there have been proportionately upward trends in others, and mentions the beverage taxes, which may bring in as much as \$4,000,000 for the schools to offset declines in gasoline taxes and auto licenses," says the Star.

"If we are not mistaken Governor Holland, previously, has given it as his opinion that new revenue sources will not be needed for the State to weather the war period. As someone has pointed out, Governor Holland, who has just successfully sold his bond refunding program to the electorate, will be in control of his second legislature. If he and the house speaker see eye to eye on the tax question, the battle against adding new revenue sources is already half won.

"The welfare program and the public schools must be provided for, but if there is enough revenue in sight when the legislature meets to carry these two items, everything else can be shaved down until the war emergency passes. For instance there isn't going to be much road building until peace comes, and there is no great need for full-staffed State departments, whose services will not be in such demand."

Cecil Warren, in his column, "About Florida," in the Miami News, while stating that the news is "cheering," says "tax cuts for the legislature—new revenue sources, switches of revenues and what-not—are being discovered by the minute. Some of these are worthy of thought, even if due for present shelving; others should receive an immediate stamp of disapproval. It is certain that Governor Holland is desirous of holding the State tax burden to the lowest levels, in order that the people of Florida can contribute as fully as possible to the effort to bring about world peace."

That the curtailment in State expenditures should be taken up by other political subdivisions is the contention of the Delray Beach News, which says:

"A curtailment of public expenditures in local and State governments during the remaining years of the war will be most welcome to the overburdened taxpayer. Governor Holland has made reductions in State expenses as result of reduction in civilian activities and this should be an example to all local political subdivisions in Florida.

"Small communities must recall the fact that they are small, that as civilian enterprises they are not 'big shots' and more, that many civilian activities have been cut down or suspended entirely and that the military has taken over a part of the functions of the civil authorities."

The best insurance against automobile accidents is a Sunday afternoon nap.

Tax Dodgers

Tax dodgers are in for a hard time, according to newspaper comment on the new method of collection of delinquent taxes—that of advertising delinquent property in display ads showing attractive points in the properties.

In an editorial headed "Easy Tax Evasion Days Over," the Punta Gorda Herald says:

"Regular payment of taxes in Florida has passed from the realm of a civic and moral responsibility to one of economic necessity. This important change, wrought by the 1941 tax laws sponsored by Governor Holland, is welcomed by taxpayers and naturally abhorred by tax dodgers.

"Its most important effect has been to dislodge the tax dodger and tax evader from his free ride on the governmental band wagon. As it continues to function, even greater reductions than those already accomplished will be made in property taxes, for it is crystal clear that as more property is added to the active taxpaying lists the burden on each individual will become lighter. In the past the taxpayer has carried the load for himself and the tax dodger."

Recognizing the benefits of the Holland tax program enacted in the last legislature, the Tampa Times asks that the next session take full advantage of the governor's recommendations by adopting the State-wide tax manual to guide county assessors in the scientific appraisal of real estate.

"The manual which the last legislature knocked out of the Holland program, would be of incalculable value to assessors as a basis of uniform assessments that will stand up under legal attack," says the Times.

"It takes sound, uniform assessments, coupled with firm tax collections as at last instituted in this county (Hillsborough) by Collector Schleman, to place the counties on strong financial ground that will produce abundant funds for necessary public services while at the same time reducing each taxpayer's proportionate burden by the simple expedient of collecting from everybody.

"Adoption of the tax manual is one of the immediate goals of the Florida Taxpayers' Association and the Florida Tax Assessors' Association has offered to cooperate with State authorities in the preparation of a manual—at no cost to the State."

The Times reproduces a statement by J. N. Lummus, Jr., Dade County assessor and president of the National Association of Assessing Officers, on the subject as follows:

"Other States have felt the necessity for having an up-to-date manual which can be constantly referred to by the assessing officers and their deputies, but even without the manual the job could be done if the various taxing authorities would conduct In Service Training for their employees, as has been
(Continued on page 44)

Florida Highways magazine is pleased to present herewith the prize-winning story of Corporal Felix Leon, of the Finance Department, Army Air Forces Flexible Gunnery School, at Tyndall Field, Panama City, Florida. This contest was handled by the War Services Section, WPA, and sponsored by the Florida State chamber of commerce. The contest was open to all servicemen not citizens or residents of Florida. The response was so great that it has taken the judges many weeks to examine the manuscripts submitted. The prize was a \$50 War Bond. The lucky winner requested that the bond be sent to his mother, Mrs. Sadie Leon, 2200 Grand Avenue, New York City. The presentation was made by Walter C. Sherman, president of the Florida State chamber of commerce.

And See The World . . .

By Corporal Felix Leon

Finance Detachment, Tyndall
Field, Panama City

I'VE BEEN around. Seen and done a lot, too. I was a gandy dancer once and an antique repairer, a letter carrier—I even shipped out to South America three times. I'm workin' in a defense plant when I get inducted. When they tell me they're sendin' me to Florida, they got me jumpin'. That's one place I haven't had a chance to hit yet. Of course, I hear about the sponge fisheries at Tarpon Springs and the Indians in the Everglades and the orange groves. And alligators and coral reefs and the Cuban settlement in Ybor City and—Hey, I thinks to myself, this is the life!

But after a few months, all I have learned about Florida you can write in big letters on the back of a small postage stamp. Of course, I have learned a lot about bein' an airplane mechanic, which, right now, is more important. But I still have an itch to see Florida. I have to forget about it though, on account I'm pretty busy

I'm shavin' in the latrine and mindin' my own business one day, when the face next to me comes out from behind the shavin' cream. It turns out to be the first sergeant.

"The C. O.," he says to me, "requests your presence in the orderly room after chow."

I give myself a little cut and I'm bleedin' like a stuck pig.

"I've heard many times of people sweatin' out blood," he says, "but this is the first time I have the pleasure to see it with my own eyes. But," he says, "don't worry, it's nothing more serious than a three-day pass."

"I will consult my conscience," I says, "and take the pass."

In fact before our sergeant can say, "By the right flank, March," I have the pass in my hand and I am on my way. There is only one small trouble, I'm a little short of foldin' money on account it's near payday. Also I have so long ago given up the idea of ever gettin' a three-day pass, I have no idea where to start. So I just get to the highway, and in no time, I am ridin' with a very nice woman, with two smart kids, and four brand new automobile tires.

"Where are you going," she says to me after a while.

"I'm figurin' on going down to Tarpon Springs to see the sponge fisheries," I comes back.

We ride for a couple of hours and I have

"Florida," the manuscript awarded second prize, was written by Corporal Samuel Dunkell, of the Twenty-first Bomb Group, MacDill Field, and will appear in the next issue of Florida Highways.

a lot of fun with the kids, while she's driving. Mrs. Graham, her name is. Finally we pull up at a nice little house with a neat lawn and lots of flowers.

"You're coming in to dinner of course," she says.

"Well," I answers kind of slow.

"At least come in and wash up," she says.

So I goes and—boy, was that dinner good. Hot Southern biscuits drippin' with butter, and cold roast cuts, and ice cream and jam, and a couple of things of which I don't even know the name. At first I figure I have forgotten my table manners after fightin' it out with the chow hounds for a couple of months, but I am surprised to see I have some left.

After dinner we sit in the parlor and relax. I'm anxious to leave to see Tarpon Springs on account my time is limited. But I'm also anxious to show how much I appreciate friendliness and hospitality.

"That's a nice Louis XVI table," I says.

"Oh, you know antiques," she answers, practically jumpin' up and down. "We've had that in the family for ages. It's a little battered though," she says. "You know what a couple of generations of kids can do."

"I can restore that table," I says, "so that it will look like it did when it was built. Don't object," I says, "you've been regular to me, so just give me some tools and let me go to work."

So by the time supper comes, I'm still working. Supper is even better than dinner. I finish the table about 8:30 in the evening. It's a good job all right, and Mrs. Graham says so, and I know she means it.

"We've got an extra bedroom," she says, "and you can sleep there."

Before I fall asleep, I make up my mind, no matter what happens, I'm going to get up early and leave to see some of the things in Florida that people come thousands of miles to see.

When I come down to breakfast, there's Mrs. Graham and a dame messing around in the kitchen. Mrs. Graham introduces her niece, Lois. She's not a gorgeous platinum blonde. But she is very charming and has

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CORPORAL LEON

CORPORAL Felix Leon, now attached to the Army Air Force, Flexible Gunnery School, at Tyndall Field, Panama City, the author of the prize-winning story "And See the World" submitted in the State chamber of commerce servicemen's writers' contest, sponsored by the WPA War Services Section, is a native New Yorker.

Of himself, Corporal Leon says: "I was born 27 years ago opposite the camel entrance to the Bronx Park Zoo. As a child, my main enjoyment was to walk through the park to the buffalo entrance. When I was ten, my family moved to a new home opposite the buffalo entrance, then in my spare time I walked back to the camel entrance. The world was full of many exciting things, as I glimpsed it from this, the main highway of my life at the time."

Graduating from senior high school in 1931, Corporal Leon offered as his thesis what he considered might have been "The Last Will and Testament of James Monroe." "I must have missed some of the more important details," he says, "because the will is still being contested."

In his adolescent days, his closest contact with dramatics was as a candy butcher and checkroom attendant in Schubert's Theater.

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Here is shown how the width of the old railroad trestle spans was extended by the highway engineers to make room for the roadway. These men look like they might be of a darker race but they are just good old Anglo-Saxons who have been long in the tropical sun. You'd look that way, too, after a day or two on the job.

We'll Do It Ourselves . . .

THERE'S an old saying which maintains that only fools rush in where angels fear to tread, which might have held an element of truth when dealing with men of lesser ability and determination than Thomas A. Johnson, chairman of the State Road Department, J. H. (Ham) Dowling, State highway engineer, L. K. Cannon, his assistant, and E. C. DeGarmo, division engineer of the fourth district which embraces Dade and Monroe Counties.

These men, with the approval of the United States government and the Florida State Road Board, elected to carry on when contractors, through their high bids on projects to shorten the overseas highway distance from Miami to Key West, virtually said they wanted nothing to do with the engineering problems and construction difficulties involved in such an undertaking.

When all bids for these projects were held to be excessive in the eyes of State highway officials, and Uncle Sam still expressed his desire for a shorter route to "the Gibraltar of the Caribbean," these men said, "We'll do it ourselves." This is no reflection on the State's highway construction contractors, most of them already going all-out on de-

fense projects which are exhausting available equipment and manpower, but it is an eloquent expression of confidence in the ability of men long in responsible positions in the State's road and bridge building organization.

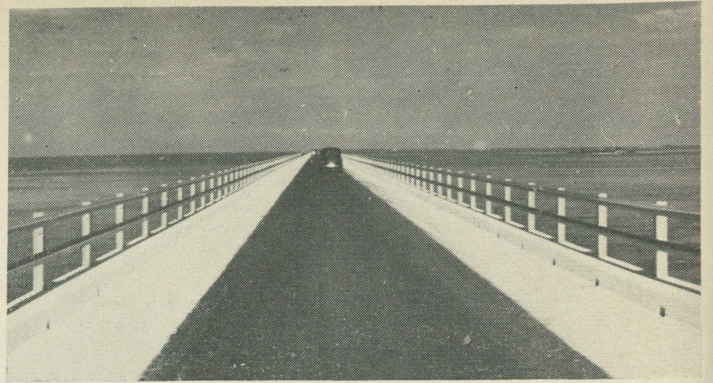
Projects in the undertaking which was started this month with the establishment of headquarters of Division Engineer DeGarmo in Homestead, 28 miles south of Miami and a few miles from the first new construction work, are divided into three parts: First, construction of a highway over the old right-of-way of the Florida East Coast Railway from Florida City and a bridge over Jewfish Creek connecting with the old highway farther down on Key Largo and improvements of road and bridges on Plantation and Upper and Lower Matecumbe Keys; second, construction of a new road on Grassy, Crawl and Boot Keys, just before the Bahia Handa seven-mile bridge; and, third, the cut-off on Big Pine, Ramrod, Summerland, Cudjoe and Sugarloaf Keys to Stock Island and Key West.

These projects involve 88.96 miles of new construction and improvement, which, added to the 33.98 miles previously improved

will make the highway traveling distance from Florida City to Key West 122.94 miles instead of the present 140 miles, a saving of 17 miles. (See pages 26 and 27 for map illustrating projects and indicating old routes.)

The first project, on which work has already been started, consists of the construction of new road between Florida City and Jewfish Creek. This highway will follow the old route of the Florida East Coast, cutting out the old wooden bridge across Card Sound and substituting a shorter and modern bridge across Jewfish Creek, coming out to the old right-of-way some 10 miles farther down on Key Largo. The pavement will be 22 feet wide and the total length of the project will be 18.91 miles.

The second project is construction of bridges over Teatable Key Relief Channel, Snake Creek and Tavernier Creek, between Lower Matecumbe Key and Tavernier, the bridge over Tavernier and Snake Creeks to consist of concrete piers and treated lumber pile bents with concrete caps, concrete deck girder and standard concrete slab superstructure, and the bridge over Teatable Key Relief Channel to consist of treated lumber



Here are two views showing the nature of the bridge construction now in progress over the keys. On the left is a view of the highway constructed over an old arch bridge of the Florida East Coast Railroad. Rails picked up at the scene have been used to construct the guards at the side. On the right is a photo of the roadway across this same bridge, also illustrating the way the old rails were utilized in constructing the highway.

pile bents with concrete caps and standard concrete slab superstructure. This project will not save mileage over the present highway but will modernize bridges, widen them to a full 24-foot clear roadway and eliminate conditions considered unsafe.

The third project will consist of construction of a 22-foot highway between Big Pine Key and Perky, heretofore identified by a sign "to Perky," which has always incited a desire for a visit quickly choked down by a glance at the narrow, rocky road. This new highway will be 12.06 miles long. Coupled with this is construction of another 22-foot highway from Perky to Stock Island 10.25 miles long.

Cleary Brothers Construction Company, West Palm Beach, has the contract for work on the Keys not being handled by the State Road Department. This includes the construction of 0.129 miles of approach fill and a double-leaf trunnion type bascule bridge over Jewfish Creek at the upper end of the Keys, and three spans between Key West and Big Pine Key on the former right-of-way of the Florida East Coast railway. These three bridges are 9,827, 5,970 and 5,911 feet long.

It is extremely likely that there would have been no Overseas Highway if there had not been first an Overseas Railway, the realization of the dream of the late Henry M. Flagler, who came to Florida to build a hotel and remained to engrave his name on the State's history as indelibly as did Ponce de Leon on that Easter Sunday in 1513.

Flagler was not the first man to dream of a railroad from the mainland to Key West. Before the first railroad in Florida was constructed from Tallahassee to St. Marks (1836) the newspapers of Key West were clamoring for a railroad, basing their demand upon the commercial and military value of such a line. In the present undertaking of shortening the highway the military value of the project has taken precedent and the United States government is paying 75 percent of the cost of its construction.

The first survey over the keys was made for a telegraph line by the International Ocean Telegraph company in 1866. Much of the present telegraph line from the mainland to Key West, where it enters a marine cable connecting with Cuba, goes over the

same route that was established at that time and the railroad, then the highway, followed over much the same ground. In 1883, General John B. Gordon of Georgia obtained a franchise from the Florida legislature to construct a railroad from Key West to the mainland and he actually completed 50 to 60 miles of the line before being forced to abandon the project for lack of funds.

It is indicated that Flagler had the Key West line in mind even before he had completed the West Palm Beach and Miami extensions of the Florida East Coast system. Some contend that he began dreaming of it when he first came to the State and his earnings from expansion of the Standard Oil Company began to grow more rapidly than they could otherwise be invested or expended. In 1904, when the United States government began excavations for the Panama Canal, Flagler's ideas for the Key West extension began to crystalize and he shoved the southern terminus of the Florida East Coast to Homestead that year.

At the same time engineers were investigating the possibilities of further extension. Surveys through the jungles and swamps of Cape Sable and over the water to Key Largo showed the latter route the best for a water terminal, then, late in 1904, the order was given to bridge the keys and establish the terminal at Key West. The work was placed in charge of J. C. Meredith, former Panama Canal engineer, who did most of the preliminary work and much of the permanent construction before his death in 1909 due to exposure and overwork.

Construction of the railroad from Homestead to Key West (128 miles) took seven years and nine months. Most of the engineering problems which had been encountered by the pioneers of railroad construction throughout the world were encountered with many more thrown in to make the completion of the line as great an undertaking of its kind in history. Southward from Homestead the roadbed began to crawl through swamps and shallow water as dredges on either side piled marl along the right-of-way, the material hardening into a footing as solid as rock ballast. In the keys dense growth of vegetation had to be penetrated but there was mostly a firm foundation upon

which to build a roadbed and engineers and workmen then had a little more to contend with than those who are today pushing through the short cut.

It was the open water that presented the difficulties to Flagler's engineers. Three times during construction (1906, 1909 and 1910) hurricanes piled up water between and around the keys and the backwash carried great sections of the constructed line out to sea as the waves rushed back.

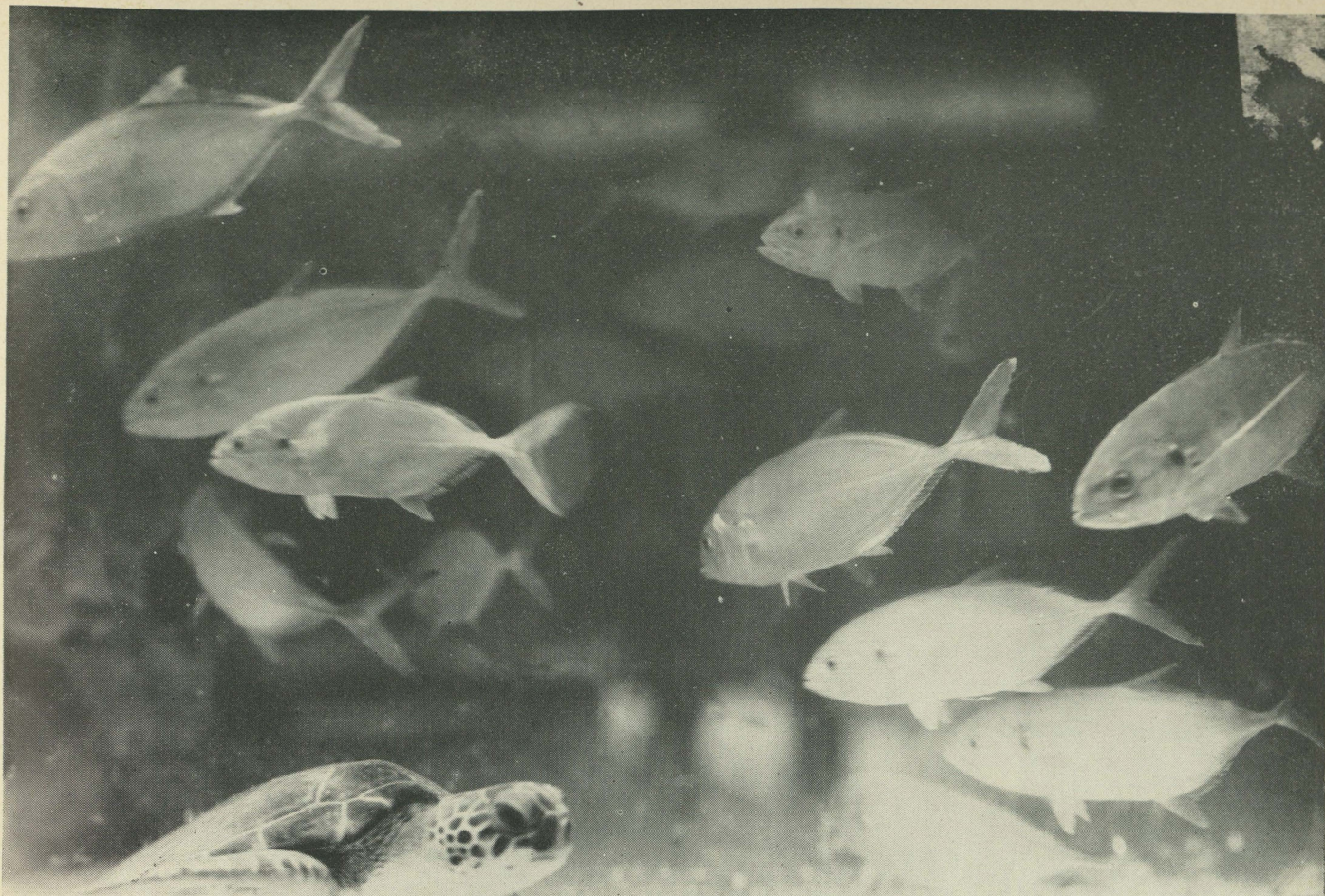
The story of this brave battle against the elements is told in the official souvenir published with the opening of the Overseas extension as follows:

"The engineering plans for these miles of construction (those over the open sea) originally contemplated six miles of open water spanned by bridges of concrete and steel. It was calculated that allowance need be made only for the ebb and flow of the ocean tides; that only so much tide could flow into the ocean as had already passed under the open arches and piers of the bridges.

"The autumnal storm of 1906 swept away this idea and revolutionized the plans of construction. * * * It swept away miles of wooden trestle which had been built across the shallower waters and filled with rock and earth embankment. Great rocks weighing from six to ten tons were carried out to sea, and the loss mounted into hundreds of thousands of dollars. The result was the decision that instead of six miles of open water, spanned by bridges, there must be 18 miles. It must delay completion of the work and it involved the expenditure of additional millions of dollars. * * *

"The storm of 1909 taught also another lesson. It was seen that the peaceful waters of the quiet June day may become a seething whirlpool of destruction in October. The filled embankment had its place in the long line of roadbed, and it must be guarded against the fury of even the shallower waters. The engineers studied the destructive force of the ocean wave. They found that its great damaging power is not in its impact against the resisting body, but in its retreat, or in the undertow, which carries away and bears down. The ballast and material which had been torn away was not

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Naturally, fishing and seafoods are attractive features of all points on the Florida keys. It is likely that fish, and that fellow seen at the lower left, had much to do with helping to construct the keys after Mr. Polyp started them. Marine life abounds everywhere on the keys and there's no end of ways the visitor may take advantage of it.

Mr. Polyps Started It All . . .

GOD. WHEN HE created the earth, brought it into existence, but He's had a lot of help since in making it what we find it, geologically, today. As a matter of fact the people who live on the Florida keys will tell you that it was Heaven He had in mind when He created a small marine organism called polyps and set it to work building coral islands in the warm waters off the tip end of Florida.

Scientists say that the crescent-shaped reef which begins with Virginia Key opposite Miami and swings south and west, dipping entirely into the sea at irregular intervals, was not here until sea creatures with great wings sat and roosted on the cliffs, somewhere in the now vicinity of St. Louis, from whence the rains carried down fertility to the soil forming on the beaches of the Gulf of Mexico, which covered the valley of the Mississippi to that point.

Roots of vegetation held the soil at the beaches against the waves, giant lizards and geologic monsters feeding upon one another and leaving the bones, joined with sea serpents and waterfowl in fertilizing the land while ferns fastened muck together to form

By Frank Ferguson

In the beginning God created the heaven and the earth. And the earth was without form, and void; and darkness was upon the face of the deep. Genesis 1:1.

the land which later became the Southern States and the finger that is Florida pointing into the South Atlantic and the Caribbean. All this has been proven by the finding of the bones of animals long since extinct which once roamed in widening ranges from the point where the Mississippi and Missouri join to the Gulf Coast and on down the peninsula. Our own State geologist has material proof of this while it is the generally accepted theory of geological scientists.

But the forming of the keys was a different process. Here the Creator employed a perpetual workman, still on the job, building for permanence and beauty and entombing therein its own body while creating others to carry on and on while mere man toils at what he thinks is more important

undertakings and, passes on, leaving faint footprints. It is unfair that this organism has the unromantic name of polyp, a realism for which geologists have partially compensated by calling its skeleton coral. And of this the keys are made.

Coral is formed chiefly of the carbonate of lime deposited as a secretion of certain cells of the polyp. The polyps live in colonies in tropical waters, attaching themselves to the sea bottom, then to their own dead, forming a growing mass called corallium. They increase by gemmation, or budding, like a tree, and some of them actually form tree-like objects which later are picked up, cleaned and polished, to form the livelihood for key dwellers. Some of these are given names, like sea fan and staghorn. Others shape themselves into mushroom-like domes.

It is assumed that the formation of the keys began shortly after the mainland, by the process noted heretofore, reached a point where the backwash from it threw up sand bars in the ocean and gulf. This likely was in the early Paleozoic times. The rate of growth in corals is not well known but the reef-building maeandrinids at Key West

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There's Something About Key West

DO YOUR REMEMBER the old song, "There's Something About a Sailor?" Well, Key West is a seagoing town and, unquestionably, there's something about Key West also. Just what it is, is something for you to discover. There is something about any unsophisticated island that casts an indefinable spell on those who stay on board long enough for it to "take."

Mainland cities are mostly way stations on the road to some other place. You meet a stranger on Broadway and you don't stop and ask after his health and how he likes the weather. He would think you were crazy. He is bound for California, like enough, and you are in a hurry to get to Jersey City.

But an island, and especially Key West, is a terminus. You are there because it was your objective; he is the man you meet; you have a community of interest. Presently you are sitting on the wall around the Episcopal church with her and making a date to go swimming. (That's O. K.) It is amazing how often you start out to meet a man on an island and wind up by meeting one of his female kin.

Moreover, so far as the islanders are concerned, they are pretty much all kinfolk. That is why starry-eyed reformers so often go away black-eyed. All hands are related to the candidate, or else he knows where the body is buried; so, it is just as well to elect him without starting anything that might be some trouble to stop.

It seems to be an established fact that islanders, Icelanders, Greenlanders, people from the Orkneys, or Key Westers, suffer

By Stephen C. Singleton

(Adapted from article written for
The Social Spectator)

Picture courtesy of Travel Trade

more acutely from nostalgia than do people from Hoboken or Cicero.

The little ebony imp that added to the perplexities of homesteading on Ramrod Key had heard queer rumors. So one day he asked, "Is it so that effen you gits on the mainland, you kin go all the way to New Yawk without gittin' on a boat?"

He was assured that such was the deplorable fact.

"My Lawd!" in awe-struck voice. Then, after due reflection, "I suttingly wouldn't love to live in no such place as dat." He was assured that all sensible people agreed with him, for his informant was an islander.

Capt. Johnny Mack once rebuked a grumbler at the mosquitoes with the statement that instead of growling all the time, he should earnestly thank God for the "bugs" as they are known in polite society on the keys.

"If it wasn't for these here bugs," said the Captain, "nobody but millionaires would be allowed to come ashore, on such places as this."

Maybe he was right. At any rate there are fewer bugs and many more millionaires around Key West now than there were in those long gone days.

After leaving the mainland of Florida there are 39 bridges to cross on the way to

Key West. Once across Card Sound you are headed down the keys past ancient settlements to the "Old Rock."

In prehistoric times the island was part salt flats, part forest, inhabited by bird life and wild game, especially deer, and surrounded by fish—altogether a hunting ground worth fighting for and, so savagely did succeeding waves of Caribs, Arawaks and Calusas contend for it, that the first Spanish explorer, viewing the thickly strewn mementoes of battle, crossed himself and gave it the name it bears today, "Cayo Hueso," Island of Bones.

But there are too many vowels in "Cayo Hueso" for the Anglo-Saxon tongue. We get along better by letting it go as "Key West." With all those trees and plenty of fresh water and one of the best harbors in North America, Key West early earned the title that Commodore David Porter gave it, "The Gibraltar of the Caribbean," when, in 1828, President Andrew Jackson sent him down to eradicate the "Brethren of the Coast."

Certain gentry felt very keenly the impropriety of allowing his Spanish Majesty's tall "Plate Ships" to continue their sinful practice of sailing through the Florida Straits, bound for Spain, laden with the gold of the Aztecs. They took active steps to discourage the practice, transferring the cargoes to their own nimble craft; avoiding unnecessary disputes by letting the crews step off the end of a plank into the salubrious waters where the transactions were concluded, and putting the gold into immediate local

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Sponging In Old Key West . . .

By WPA Writers Projects

ALTHOUGH sponges from Florida were used by the inhabitants of Key West since its settlement in 1822, not until 1849 did this product of the sea have any commercial value. In that year a cargo of sponges was sent to New York on a venture and the result was the gradual growth of this industry in Florida.

Until 1891, Key West had a virtual monopoly of the sponge business. In that year a small sponge market was established at Tarpon Springs. This gradually increased in importance until now Tarpon Springs is the leading sponge center of the world. This is for the most part due to the introduction of diving apparatus in 1905.

Prior to the war, every Monday, Wednesday and Friday was a sponge sales-day at Key West where on the new dock, bunches and cartloads of sponges were offered for sale. A small group of men accompanied by an auctioneer, went from one lot to another, making bids on slips of paper to be used by the auctioneer. He then announced the name of the highest bidder to whom a lot was sold, if the price was satisfactory to the owner. No more ceremony was involved in the sale of a quantity valued at several thousand dollars than one which brings only a few dollars.

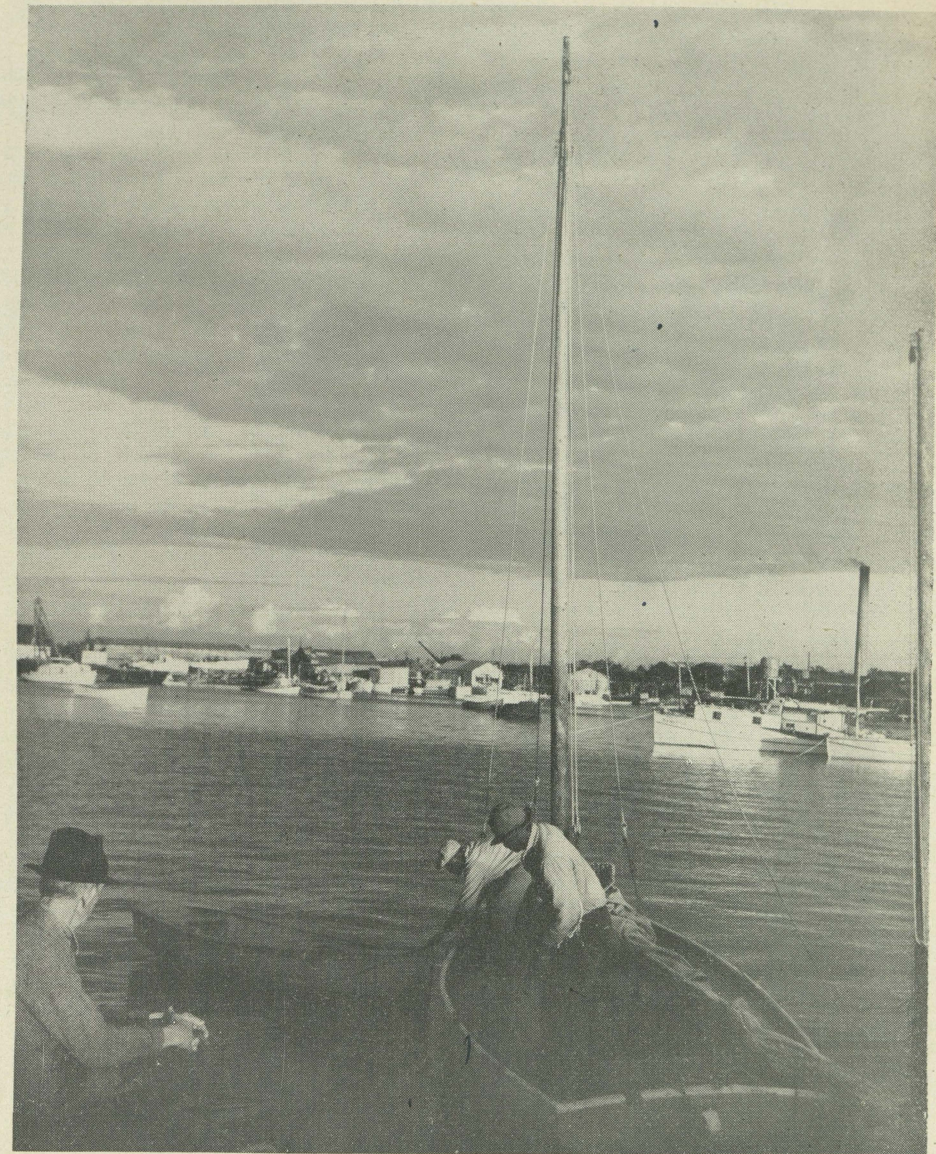
There are two widely separated sponge areas—the "bay grounds," lying in the open waters of the Gulf of Mexico from about St. Johns Pass to St. Marks; and the "key grounds," stretching along among the reefs and keys from Cape Florida to Boca Grande Key.

The "bay grounds" cover an area of about 3,400 square miles, and the "key grounds" comprise an area of about 950 square miles. Not all of this section is sponge-producing; the productive areas being less in extent than the total area. Greek spongers work the "bay grounds" of Tarpon Springs and the "key grounds" of Key West.

The spongers are forbidden to use diving equipment in these waters. It is claimed that the sponge gives off seed and that if the divers go into deep water with helmets and heavy equipment they will trample the beds and kill the bearing sponge.

Sponge fishermen use a 25- to 40-foot boat of shallow draft to go over the many low spots of the keys. These craft are equipped with sleeping accommodations and cooking facilities so that the boats may remain away from port a week or a month, depending on favorable weather for operations. One to six dories or dinghies are carried, according to the size of the boat and number of the crew. In such boats the actual work is carried on. Two men work in a dinghy, one propelling the boat by sculling, and the other in the bow doing the actual hooking of the sponge.

The sponge hook is a heavy three-tined fork attached at right angles to a pole from six to 30 feet in length, depending upon



Many residents of the keys make their living from the sea. Sponging is one of the most important of these industries although now curtailed by the war and regulations regarding movements in the sea around the keys. Crabbing and crawfish catching also rate among featured occupations and their catches are featured in restaurants and hotels. The Key West crawfish (lobster) also is a delicacy in fashionable eating places far removed from the tropical waters of the keys.

the depth of the water from which the sponges are taken. Except when the water is very smooth and clear, a wooden water-bucket with a glass bottom is used. The fisherman places this in the water, peers through, and is able to easily see the sponge he is hooking. Great care must be used in removing the sponge from the bottom, for sometimes it is so firmly attached that it is mutilated by the hook. Its value is then materially reduced.

The sponges are transferred from the dinghies to the large boat. When brought up, they are alive and filled with a thick rubber-like substance. Most of the porousness of the commercial sponge is, in its natural state,

taken up by living tissue. They are laid on the deck of the deposit boat where they are exposed to the air for three or four days to allow this living matter to die and decay. Decomposition sets in, and much of the liquid organic matter drains away. During this process the sponges are shaded from the sun in order to prevent the outer surface from hardening and rendering subsequent cleaning difficult.

The sponges are then beaten with a short heavy club to loosen the remaining skin, dead tissue, and foreign matter. After this, they are strung on a strong cord, thrown overboard, and allowed to remain in the

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The Gulf Stream . . .

FOUR CENTURIES ago no one knew a great deal about ocean currents. When Ponce de Leon, sailing around the southern tip of the Floridian peninsula, suddenly became aware that his ship was riding one of these great ocean rivers, he was, no doubt, alarmed. Although he had twenty years experience in sailing the waters of the New World, he had never witnessed such an amazing situation. A light wind filled the sails, yet the current was so strong that it forced his ship backward. Ponce de Leon recorded the incident, for the great current amazed him.

That is the first record of this current in the Straits of Florida. More than a century later, in 1630, Sir Robert Dudley made a study of currents in the Gulf of Mexico and along the Atlantic Coast. In 1771, another Englishman, William Gerard de Brahm, mapping the Florida east coast, called this current the "Florida Stream" but it remained for Benjamin Franklin to give it the name it bears today, the Gulf Stream.

Many years passed before men learned the story of the Gulf Stream. The current is still under observation, for it is not merely an ocean current, but, as our geographies tell us, it affects the climate of Europe.

A glance at an atlas shows what our geographies mean. Alaska is within the Arctic Circle; so is the Scandinavian peninsula. Alaska has five hundred and ninety thousand square miles of land; Norway, Sweden and Finland together have only four hundred thirty thousand. Alaska has a population of sixty thousand but the three European countries support more than twelve million.

Alaskan ports on the Bering Sea are blocked by ice from November to May each year but the Norwegian port, Hammerfest, only a few degrees away from the North Pole and the ice-choked arctic basin, is open to vessels the year around. Hammerfest is about five thousand miles away from the Florida Straits.

After leaving Florida, the Gulf Stream travels more and more slowly as it moves northward until at last it barely moves. A sealed bottle tossed in the Gulf Stream at Miami, if nothing happened to it, would arrive at Hammerfest a year and a half later. During that time, the Gulf Stream water surrounding the bottle would be exposed to a winter in the North Atlantic Ocean. Carrying the bottle along, it would melt an endless procession of mountainous icebergs that drift down on the Labrador current. From it would come the heat that bathes the coasts and islands of all western Europe with warm air and gentle rains. After all this, there still remains, in that part which drifts northeastward along Norway, enough heat to conquer the frigid winters of the arctic regions.

It is estimated that coal burning at the rate of two million tons a minute would not produce enough heat to equal that given off by the Gulf Stream as it crosses the ocean on its northern journey. That is a tremendous amount of coal, but the Gulf Stream, about fifty miles wide and two thou-

sand feet deep, is a tremendous river. If all the rivers of the world were put together their volume would not equal that of the Gulf Stream.

But from where does the Gulf Stream come? Where does it get its heat? What sets this huge river in motion? What keeps it going winter and summer and why does it not flow south or east instead of north? Scientists have tried to answer these questions but even today they are not entirely certain that they know all there is to be known about the Gulf Stream and other ocean currents.

Every ocean shifts ponderously about, very sluggishly, but with a deliberate and well defined movement. In the north Pacific Ocean, the Kuro Siwo, Japanese for "Blue Salt Current," or "Black Stream," drifts up along the shores of Japan, pushes eastward to warm southern Alaska, and then sweeps down our western coast to give California its wholesome climate. These two currents, the Gulf Stream and the Japan Current, move around in a rough circle as the hands around the face of a clock.

South of the equator the currents move in the opposite direction. Thus, in the southern part of the Pacific Ocean, there is another current which carries the cold antarctic waters northward along the western coast of South America. William Beebe, in his book, *The Arcturus Adventure*, tells how this current makes certain islands not far from the Panama Canal comfortably habitable for the penguin—a bird usually found in the Antarctic.

Then, in the Indian Ocean, there is still another current which changes its direction twice yearly as the monsoons (seasonal winds) reverse each April and October. This gives us a clue to the cause of these ocean currents. If a current changes with each shift of prevailing winds then the winds must be responsible for the flow of the current.

We know that wind is air in motion and that this motion comes from unequal heating of air over the earth's surface. Air heated at the equator expands and rises, and is replaced by cooler air from outside areas. Since the tropics, especially over ocean regions, are always warm there are strong winds blowing continuously toward the equator from each of the temperate zones. These winds are called the trade winds. North of the equator they blow from the northeast and are, therefore, called the Northeast trades. South of the equator they blow from the southeast and, hence, are known as the Southeast trades. Unless interrupted by storms or other atmospheric disturbances these trade winds blow day and night the whole year around.

A wind, blowing steadily over a great expanse of water, causes the surface of that water to move. There is considerable friction between the molecules of water and, as the surface water is pushed forward, this motion is transferred to the water beneath. If the wind keeps blowing long enough, the whole body of water, from top to bottom, will be set in motion. Something like that, scientists say, is happening near the equator.

The Northeast trades have been blowing for uncounted centuries, pushing water southwestward toward the equator. The Southeast trades blow just as industriously and they too, push toward the equator from the southeast. It is quite obvious that this could go on only a short time, for soon there would be a great mountain of water at the equator.

The water must go some place. Men found that the water set in motion by the Northeast trades flowed westwardly just above the equator so they named it the North Equatorial Current. The waters set in motion by the Southeast trades, when they meet the North Equatorial Current, also turn and flow to the west. This body of moving water has been called the South Equatorial Current.

These two currents flow westward along the equator in one gigantic stream. At last they come upon the coast of South America

(Continued on page 47)

Key West and the Florida keys send out a perpetual motion invitation to the entire world to come and enjoy their tropical climate. It is the Gulf Stream, which flows out of the Gulf of Mexico, around the keys and through the Florida Straits into the Atlantic Ocean.

This invitation carried with it a sample of the key's climate. As a matter of fact, it is responsible for the relatively mild climate of Western Europe after warming the east coast of the United States and then cutting diagonally across the Atlantic. The effects of the Gulf Stream are felt as far north as Spitzbergen.

The Gulf Stream is narrowest where it passes the keys—about 50 miles wide and 2,000 feet deep. There it moves at the rate of two to six miles an hour. As it moves northward it spreads out and slows down.

Members of the Writers' Project of the Work Projects Administration of which Dr. Carita D. Corse, Jacksonville, was supervisor, prepared the accompanying article on the Gulf Stream, after considerable research and study.

A Dead End Waterway . . .

By Stephen Cochran Singleton

A CHART has it all over a map when it comes to interest. Take a map. Roads, rivers and hills, with here and there a town. Altogether too dependable. No mystery.

But a chart is something different. It appeals to your imagination and your wanderlust. Nothing very certain about it except the depth of water at a certain spot—and you have three guesses as to whether you are at that spot or not. Usually all three wrong.

Of course, there are the beacons. "Aids to Navigation" they are called. They are generally where they are supposed to be. But they don't help too much.

"You see," as a bemused amateur navigator explained to me after we finally located him, "those posts in the water are so much farther apart than the marks on the chart are." And so they are.

But what gripes us is a chart. "U. S. Coast and Geodetic Survey, Barnes Sound to Key West, No. 3261" which purports to give the yachtsman safe conduct along the "Inside Route, New York to Key West."

Of course, he gets a bit of disillusionment when he leaves Raritan Bay and is "outside" until he can duck into the thoroughfares that begin on the Jersey coast until he has to round Cape May and finds himself "outside" again in Delaware Bay, which can be about four shades meaner than the broad Atlantic.

The "inside" voyage after he leaves the St. Johns River and traverses the Indian River, Lake Worth, Biscayne Bay, Card Sound and all those other lovely stretches that constitute a yachtman's Paradise, provides a rude awakening as he nears Key West and discovers that his passage through protected waters comes to a dead end at No Name Key and that he can either forget Key West, or if the weather be anything but perfect, take a chancy passage down the northerly side of the archipelago; or, if he requires more than 20 feet of headroom, take a seventy-mile run down Hawk Channel between the reefs to port and the shoals to starboard. And meanwhile, this Big Pine Archipelago around which one is detouring is a treasure chest of beauty and of sport. The extension of the "inside route" to Key West would unlock this labyrinth of channels and of islands to lovers of solitude.

But, however desirable it may be to have yachts and yachtmen upon our calling list, there is a utilitarian side to this extension of the "inside route" that gives it a leading position in the category of things that are classified as "must" for Key West.

Perhaps it may be good for the soul of the yachtsman to have an occasional bout with heavy weather; but it is decidedly bad for the pocketbook of thirty thousand people (that is a conservative guess, other estimators put it at forty thousand) to have everything they eat, wear or live in, reach them by the most expensive system of transporting freight, the motor truck.

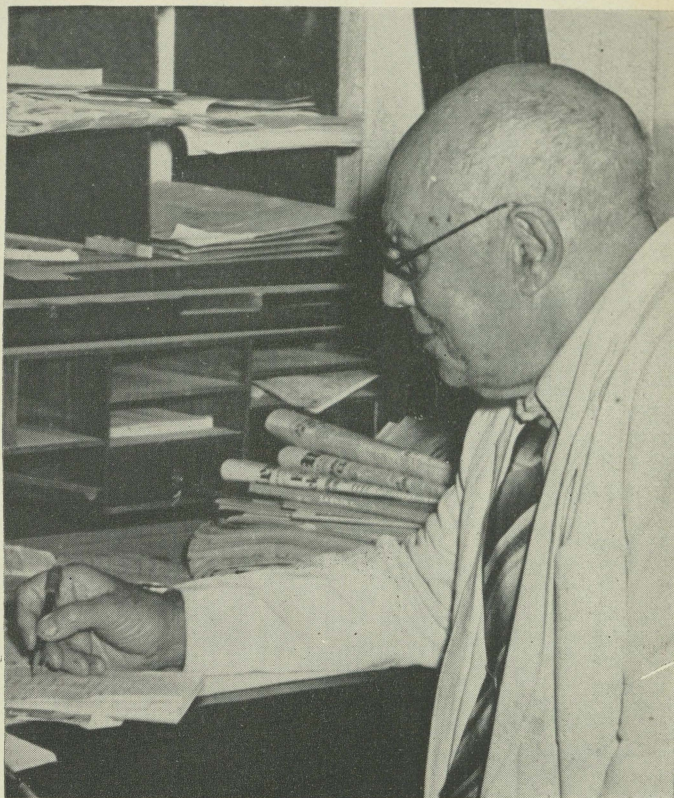
Every foot of the splendid new highway being built will be needed for passenger and light truck service in the postwar period and lumber, piling, cement and other heavy and bulky freight can be brought to Key West by the slow but economical barge. This is done to some small extent now but the hazard of encountering bad weather reduces this traffic to a minimum.

The record of sunken barges and lost cargoes in Hawk Channel and the matter of insurance for tows is an effectual deterrent for ventures in this branch of transportation. Key West eagerly awaits the completion of the work now in progress—the building of the new highway to the mainland and is profoundly grateful that the task is in the hands of the State Road Department.

The change from the present narrow, tortuous series of detours around casual pools of water where U. S. No. 1 follows the trail of the original dizzy county road, to a broad highway, devoid of abrupt turns, its bridges built over the imperishable arches that will remain a perpetual memorial to the courage and the genius of Henry M. Flagler, will be a momentous one for the Island City.

Then, for the first time, will a journey to Key West be a pleasure trip and not an ordeal and the unique advantages possessed by Key West be made readily accessible to the world.

It is our long cherished hope that a splendid highway will be



STEPHEN COCHRAN SINGLETON
Executive Secretary Key West Chamber of Commerce

matched by a protected waterway through the fairyland of the Big Pine Archipelago down which cargoes shall come to Key West and yachts bring joyous voyagers to foregather with the land-going travelers who have crossed the waters of ocean and gulf over America's outstanding masterpiece of engineering—the Highway that goes to Sea to meet in Key West a distinguished cooperator, an Inland Waterway that goes to Key West and is no longer a dead-end ditch coming to a frustrated end at No Name Key.

FRESH WATER MADE AVAILABLE FOR KEY WEST BY NAVY-BUILT PIPE-LINE

Up until about September 1 of this year Key West was dependent on rainfall and cisterns for its supply of fresh water. At the naval base, and even in the best hotels, one had to be content with a salt water bath or none at all, or wheedle a tub of rainwater from someone. Now, the naval base has fresh water from the mainland, hotels are being supplied and, eventually, the supply will be opened to all points on the keys.

The first pump in the \$3,000,000 pipeline which runs 167 miles across the keys from Homestead was turned on about three months ago after workmen had completed the gigantic task of laying the pipe under land and sea and across bridges in record time under a Navy contract. Through cooperation of the State of Florida Naval authorities agreed to enlarge the contemplated size of the pipe so that the civilian population will be taken care of. The pipe line will soon carry 3,000,000 gallons of fresh water daily to the southernmost tip of the country.

The Florida Keys Aqueduct Commission is the authority under which the water is being made available to civilians. At the present time pressure tests are being made to determine the load that the line will carry and extensions are being made as the tests are proven. After the supply has been assured for the Key West end of the line, taps will be made for communities on the line from Key Largo on down the keys.

CAPITAL CHATTER . . .

CONSTITUTIONALITY of Florida's egg inspection law and the power of Commissioner Nathan Mayo to make rules for the egg industry in this State was upheld by the supreme court early this month . . . The decision reversed a Pinellas County circuit court ruling that the 1935 act was an unconstitutional delegation of power to the agricultural commissioner . . .

Governor Holland has set the date for a special election in Levy County to name a successor for the late J. C. Sale for February 3 . . . Sale died a few days after being elected to the State legislature . . . Eight Floridians have been admitted to the bar after having passed examinations conducted last October . . . The new lawyers are George William Adkinson, Tallahassee; Paul V. Crowley, Miami; Enrique Esquineldo, Key West; Oscar C. Edrington, Jacksonville; C. H. B. Floyd, Apalachicola; Paul Revere Kickliter, Tampa; John N. Osterud, Spring Valley and Drummond Paul, Jr., Jacksonville. . .

State Senator Jurant T. Shepherd, St. Augustine, has been appointed sheriff of St. Johns County to succeed the late E. E. Boyce . . . Shepherd has resigned his position in the legislature and his place will be filled by special election . . . Brinson Construction Company, Tampa, was apparent low bidder (\$102,985) for a half mile of concrete pavement on Road 3, Orlando . . . Henry J. Malsberger, State forester, is urging Florida farmers to cut their mature dogwood trees to help fill a shortage of the wood for textile loom spindles . . . A cord of dogwood will make 400 spindles which will supply 100 looms for one year's operation. . .

The State of Florida, prohibited by constitutional amendment from taxing the lands of its residents, this month paid \$91,353 in taxes on land it used in the Everglades Drainage District and the South Florida Conservation District, taking advantage of the 4 percent discount given prompt taxpayers. . . The State also pays the State of Georgia taxes on property owned by the State hospital across the Georgia line and pays Bradford and Union Counties taxes on lands of the State prison farm. . .

Kenneth E. MacFarland, State head of the WPB scrap processing division, is urging Floridians to scrap their old cars when they become useless. . . "A jalopy is worth 1,200 pounds of Grade A scrap and it's badly needed," says MacFarland. . . "The more fish we get, the more meat is freed for our armed forces," said Governor Holland, in lifting the closed season on mullet in Florida waters. . . Tallahassee was deeply grieved at the recent news of the death of Arthur B. Hale, Tampa, former chairman of the State Road Department, widely known here. . . He was chairman under Governor Cone. . .

Records of the land division of the De-

partment of Agriculture and the IIB show an upward trend in the value of Florida lands. . . Prices now range from \$2.50 per acre to \$1,000 per acre, the land going to the highest bidder. . . The prices have doubled and trebled in the last few years, according to F. E. Bayless, chief clerk of the land division. . . There are some 1,300,000 acres of public lands outside of small parcels reverting to the State for nonpayment of taxes. . . County judges have been cautioned by Governor Holland against the improper issuance of marriage licenses, particularly to service men under 21 years of age, following complaints in some areas. . .

State officials are interested in the announcement by the U. S. Department of Agriculture that an accurate estimate of the production of Florida cattle will be made during the next year. . . Official estimates have ranged from 920,000 head by the USDA to 1,500,000 head by the State Marketing Bureau. . . State Defense Council is distributing a USDA revision of wartime goals for Florida vegetables. . . The revision calls for increase in acreage for lima beans, snap beans, green peas and Irish potatoes, and decreased acreage for green peppers, celery, watermelons, eggplant, cucumbers and escarole. . . Acreage for cabbage, tomatoes and lettuce remains the same as 1942. . .

Miss Minna Lee McCarthy, Okeechobee, has been awarded the Omicron Nu cup for outstanding scholarship in home economics at the FSCW. . . Straight A's. . .

Seaboard Air Line Railway last month paid \$814,424 in back taxes which it had considered too high. . . More than 2,400,000 pine seedlings already have been ordered by Florida farmers, according to C. H. Coulter, assistant State forester. . . Keep Florida woodlands producing, is Coulter's wartime advice to farmers. . .

Secretary of State R. A. Gray was a guest speaker before the Jacksonville junior chamber of commerce November 17, his second appearance before a Jax civic organization in one week, the other being before the Exchange Club. . . Ed Larson, State treasurer who is also State fire marshal, is urging cities to enact ordinances governing uncensored storage of gasoline. . . It's more dangerous than dynamite, says Larson. . . Mrs. Spessard L. Holland is spending much of her time in the State-wide WAAC recruiting drive which she is sponsoring. . . WAACS get \$50 a month to start as privates. . .

J. B. Carmichael, Gainesville, has been appointed to succeed R. O. Ray as the public's representative on the Florida Dry Cleaning and Laundry Board. . . Paul E. Reinhold, Jacksonville dairy company official, has accepted the chairmanship of the State infantile paralysis fund drive annually held in connection with President Roosevelt's birthday anniversary, according to announcement by Governor Holland. . . The State

has tentatively approved an oil well drilling lease covering 2,600 acres of State-owned land in Collier County. . . The State gets 10 cents per acre. . . The land will be added to about a million acres already under lease to the Humble Oil and Refining Company. .

Governor Holland, Comptroller J. M. Lee, Secretary of State R. A. Gray and State Attorney General Tom Watson were speakers at the annual tax assessors meeting in Lakeland. . . The same State officials also spoke at the Florida League of Municipalities meeting in Jacksonville. . .

Henry H. Hudson, Titusville, has been appointed to the 12th district Social Welfare Board to succeed James M. McMillan, resigned. . . Outdoor Christmas lights have been disapproved by the State Defense Council. . . State vocational educational leaders are stressing the need for women defense industry workers in the State. . . Marble boards come under the ban of the State's anti-slot machine laws, according to opinion of the State attorney general. . . Capt. Joe Henry Gray, Jr., Tallahassee, nephew of Secretary of State Gray has been killed in action overseas, according to word received here. . . Chairman Boyce A. Williams of the Florida Industrial Commission represented six Southern States at a meeting of the executive committee of the Social Welfare Boards interstate conference in Washington, D. C.

Gas Mileage and Speed

Slower driving to conserve gasoline is not only a matter of National defense—it is right down to a question of defense of personal bank balances and dollars and cents in the pocket by United States Bureau of Standards tests.

The motorist who would save automobile operating costs should pay heed to the results of these tests. The bureau measured consumption of gasolines in ordinary automobile engines at various speeds, and arrived at the following conclusions. They show clearly that the automobile engine reaches its peak of efficient performance at about twenty miles an hour, and that thereafter each increase in speed makes a definite cut in miles per gallon:

Miles Per Hour	Miles Per Gallon
10	18.7
20	18.9
30	18.0
40	16.4
50	14.6
60	12.6
70	10.6
80	8.6

The half light of twilight at this time of year is deceptive and dangerous. The yellow rays of sunset are not sufficiently bright to illuminate objects on the highway, but it is too light for headlights on cars to be effective. When the sun goes down speed should go down.

Fresh air is as important in the car as in the home—perhaps more so, the Highway Patrol warns. An overheated, poorly ventilated car may cause drowsiness which will lead to a smashup.



Officers of the Florida chamber of commerce who were reelected this month in Jacksonville are shown here. They are, left to right: W. C. Sherman, president; Bryan Hanks, vice president; Harold Colee, executive vice president; J. D. Ingraham, treasurer; William L. Wilson, corporate secretary, and Dr. J. H. Therrell, vice president. (Times-Union photo.)

State Chamber Reelects Officers...

WALTER C. SHERMAN, Panama City, was reelected president of the State chamber of commerce at its annual business conference and membership meeting held in Jacksonville the first of the month. Other officers of the organization, including Harold Colee, Jacksonville, executive vice president, J. D. Ingraham, Jacksonville, treasurer, and William L. Wilson, Jacksonville, corporate secretary, were reelected.

The important executive committee, composed of M. J. Foley of Foley, representing District 1; J. P. Walker of Jacksonville, District 2; Walter L. Hays of Orlando, District 3; Bayard S. Cook of St. Petersburg, District 4; Bryan C. Hanks of Miami, District 5, was also reelected, with Carl D. Brorein of Tampa, a past president of the organization, named an ex-officio member.

District vice presidents reelected were Hunter Brown of Pensacola, District 1; M. M. Parrish of Jacksonville, District 2; J. H. Therrell of Chattahoochee, District 3; Bayard S. Cook of St. Petersburg, District 4; T. F. Fleming of Fort Lauderdale, District 5.

Ed R. Bentley of Lakeland, Bryan C. Hanks of Miami, and N. P. Yowell of Or-

lando, were reelected vice presidents-at-large.

District directors renamed were:

For District 1—J. D. Johnson of Pensacola; W. T. Edwards of Port St. Joe; S. E. Teague of Tallahassee; Stanley Sheip of Apalachicola.

For District 2—Edward Ball, H. C. Bretney, H. P. Adair, Frank E. Snell, Jr., all of Jacksonville.

For District 3—A. S. Herlong of Leesburg; State Senator J. Edwin Baker of Umatilla; Walter L. Hays of Orlando; Dr. Eugene G. Peek of Ocala.

For District 4—John D. Clark of Waverly; John B. Sutton of Tampa; Ed H. Beckett of Tarpon Springs; Gov. Spessard L. Holland of Tallahassee.

For District 5—Leonard K. Thomson of Miami; Walter B. Fraser of St. Augustine; J. J. Parrish of Titusville; Stanley Peeler of West Palm Beach.

Exofficio members by virtue of having been presidents of the organization are: Jules M. Burguières of West Palm Beach; David Sholtz, former governor, of Miami; G. G. Ware of Leesburg; Harold Colee of Jacksonville; Carl D. Brorein of Tampa.

Directors-at-large reelected were Peter O.

Knight of Tampa; Scott M. Loftin of Jacksonville; Robert Kloeppel of Jacksonville; McGregor Smith of Miami; A. Y. Milam of Jacksonville; Earl W. Brown of DeLand; J. P. Walker of Jacksonville; M. M. Frost of Tampa; E. P. Taliaferro of Tampa; B. F. Williamson of Gainesville; A. W. Higgins of St. Petersburg; L. D. Reagin of Sarasota; C. E. Lindsey of Lakeland; R. J. Marshburn of Miami; Frank M. Traynor of Tampa; Payne H. Midyette of Tallahassee; J. A. Griffin of Tampa; Fred R. Francke of Tampa; C. R. Macpherson of Palatka; Clarence Bitting of Clewiston; J. Velma Keen of Tallahassee; J. R. Bussey of Jacksonville; A. B. Dooley of Jacksonville; Francis P. Fleming of Jacksonville; M. C. Talley of Lakeland; H. I. Mossbarger of Miami; Joe H. Scales of Perry; Claude Reese of Palm Beach; E. A. Pierce of Bartow; L. C. Parks of Pensacola; Carl S. Swisher of Jacksonville; Ellsworth Davis of Miami; John S. Rhodes of St. Petersburg; D. H. Woodbery of Tampa; Don M. Barnett of Jacksonville; Walter J. Matherly of Gainesville; M. J. Foley of Foley; R. E. L. Chancey of Tampa; Blaine B. Barber of

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With County Commissioners

ENCOURAGED by results obtained in Hillsborough, Highlands, Putnam and other Florida counties through the display advertising of properties which are tax delinquent, other county commissioners of the State are planning the use of newspaper advertising arranged in the style of real estate advertisements to stimulate the sales of tax certificates.

Pinellas County is one of the most recent to adopt this method of advertising property that is delinquent. The advertisements are a distinct departure from the usual method in that the copy gives the street location, describes the improvements and states the probable value if offered at private sale, contrasted to the face value of the outstanding certificate.

Purchasers of the certificates on the advertised properties are insured of a handsome profit even if the original owner redeems the property as provided by law. Certificates redeemed within the year bear interest of 18 percent and eight percent the second year, at the conclusion of which the tax deed is issued.

* * *

The regular county tax rate of Escambia County has been set at 19.7 mills.

* * *

Flagler County commissioners have changed the time of their meetings from 9 a. m. to 10 a. m.

* * *

Escambia County has banned fishing on Lillian bridge, due to complaints by war contractors.

* * *

Marion County commissioners have authorized the sale of \$232,000 refunding bonds, second series.

* * *

Palm Beach County commissioners have leased facilities of the Lantana airport to the Civil Air Patrol.

* * *

DeSoto commissioners have officially approved the bond of Mrs. Edna Platt, elected county tax collector to fill a vacancy.

* * *

Volusia County is one of the latest to adopt the modern advertising method of tax certificates and collection of taxes.

* * *

Hardee commissioners have rescinded a \$50 per month salary cut for County Agent H. L. Miller which had been voted earlier.

* * *

Brevard County commissioners have announced that Allenhurst bridge, closed by government order, will be reopened shortly.

* * *

Pinellas County commissioners are receiving great support in their efforts to have the county airport, half way between St. Petersburg and Dunedin, designated as a port of entry for post-war air travel from Central and South America and Africa. Special representatives have been sent to Washington in behalf of the movement

He Didn't Want To Accept \$50,000 He Couldn't Earn

Allen Morris, political editor of the Miami Herald, tells an interesting story in a recent column which answers a lot of persons who thought they might have an entree to Governor Holland through some personal friend. It will remind some of similar propositions which carried even larger numerals. Here's Morris' story:

Attorney James C. Yonge, confidante of Florida governors almost since he left the University of Florida, has the distinction of having turned down a \$50,000-a-year fee and, because of the political ramifications, thereby hangs a tale for this column.

It was soon after his good friend, Spessard Holland had been nominated for governor in 1940 that a stranger, with the outward bearing of a successful businessman, came to the Miami office of Jim Yonge and introduced himself as a Californian with a proposition.

Developments indicated the visitor knew Yonge and Spessard Holland had been at school together, that both had flown in France during World War I, and that the Miamian was one of Holland's staunchest supporters during the political campaign.

"Mr. Yonge," said the stranger, "I want to retain you as my attorney. I want to pay you a retainer of \$50,000 a year. Is that amount satisfactory?"

"Sounds fair enough," replied Yonge, without a quaver. "But what do you have in mind for me to earn this fee?"

"Just one thing. All you have to do is get the new governor to let me run the gambling in this State."

Yonge didn't even arch an eyebrow.

"I see. And how much of the \$50,000 a year does the governor get?"

"Nothing. That's your fee. The governor will get \$100,000 a year."

"For four years?" asked Yonge.

"For four years," confirmed the stranger.

"My friend," said Yonge, "that \$50,000 retainer looks good, but it wouldn't be fair to take your money unless I could earn it. I couldn't earn it and if you knew Spessard Holland half as well as I do, you'd know that there's not a person in the country who could earn it."

The Californian with a proposition shook hands, thanked Yonge for the information and departed.

A. C. Tucker, superintendent of the Duval County prison farm, reports a 100 percent response in his employes to the War Chest campaign.

* * *

County commissioners' room at the DeLand court house will be used as a control room during alerts and has been equipped with black-out curtains.

* * *

Hillsborough County commissioners offer a standing reward of \$50 for the arrest and conviction of a fire-setter. Setting fire to timber lands is sabotage, according to the U. S. Army.

C. Sweet Smith, Brevard commissioner, has been named chairman of the Cocoa chamber of commerce airport committee, a major objective for the year.

* * *

County Commissioner Ed Beckett, Pinellas chairman, gets citrus pickers by offering a bonus for extra effort. The last winner received a Thanksgiving turkey.

* * *

Walton County commissioners have approved continuance of the bi-county health unit in cooperation with Okaloosa County following general appeal of citizens.

(Continued on page 38)

The Nation's Forests . . .

Frank. A. Albert
Forest Supervisor, Florida

In Florida, the work in which the United States Forest Service is concerned can be divided into three main classes—

First—Forest research, under the jurisdiction of the Southern Forest Experiment Station.

Second—State and private forestry, under the jurisdiction of the Florida Forest and Park Service.

Third—The National Forest, under the jurisdiction of the personnel of the Florida National Forests.

The management of National forests is primarily for timber production, with secondary consideration given to the production of cattle, wildlife, recreation and other uses, such as bee culture, residences, farming, etc. These National forests are being developed and the timber harvested in such a manner so as to accomplish as soon as possible the stabilization of communities and eliminate the extreme highs and extreme lows in the economic life of the people in these areas; that is, eliminate boom times during the forest exploitation period and deep depressions during the rehabilitation period.

The Florida National Forests consist of three separate forests with a combined gross area of 1,242,000 acres and a net government ownership of 997,000 acres. Up until the time of the present war, or about 1½ years ago, the Choctawhatchee National Forest was a part of the Florida group, but it has since enlisted in the armed services of this country and is now known as "Air Corps Proving Ground, Eglin Field." It was one of the oldest forests in the east, having been established from public domain in 1908.

The Ocala National Forest, located in Marion, Putnam, and Lake Counties, has a gross area of 442,000 acres. It is the oldest National forest in Florida and, I believe, in the east. There is a large volume of sand pine pulpwood on that forest now ready for the market. We can sustain an annual cut of from 25 to 35 thousand standard cords. This figure will increase later on when large areas of young timber stands reach maturity.

The present boundaries of the forest extend to the shores of the Ocklawaha and St. Johns Rivers on the north, east and west, and is bounded on the south by State Highway 100.

Naval stores and timber sales on the Ocala average about \$13,000 to \$15,000 worth a year. This timber cutting consists mainly of picking up salvage material that had been left from logging prior to the time of Fed-

eral acquisition and also harvesting some of the old virgin longleaf stands that are found in small scattered patches on the forest. This forest will not become an important economic factor in that part of the State until we are able to sell sand pine timber for pulpwood. All we need to accomplish this is a purchaser.

The Ocala Forest is, at the present time, doing its bit in our war activities. There is a bombing target area located on the forest, which is about 9 miles long and 5 miles wide. In addition to that, large divisional maneuvers as well as smaller unit maneuvers are held on the area, where different military problems are worked out. Forest lookouts on the Ocala, as well as on the other forests, are serving as aircraft warning observers.

Wildlife plays an important part in the management of the Ocala National Forest. It is estimated that there is a deer herd there of approximately 7,000 head. We have, in cooperation with the Florida Commission of Game and Fresh Water Fish, conducted four regulated hunts during the month of December for the past four years. The Florida sportsmen seem to like this type of management, and it is considered quite a successful venture in game management work. To give you an idea of trends, in 1938 there were 1,138 hunters in the hunt; 1939 had 1,603; 1940 had 2,176; and 1941 had 2,646.

Of all the National forests in Florida, the Ocala is the most outstanding insofar as outdoor recreation is concerned. Located on the Ocala is the beautifully developed Juniper Springs recreation area. There are three organization recreation camps (two white and one colored). These are used primarily for underprivileged children. In addition to these, there are 14 public hunting campgrounds and miles of good fishing and canoe streams and numerous large lakes. It is estimated that about 100,000 people used the Ocala National Forest each year, before tire and gas rationing.

The Osceola National Forest is located in Columbia and Baker Counties and from a forest management standpoint is considered the most outstanding one of the group. It was established in 1930, with a gross area of 162,000 acres, and now has a government-owned acreage of 157,000. This forest, when purchased, had been heavily cut over and burned. The Florida Forest and Park Service started fire protection on part of it in 1928 and the effect of these few years of early protection is still visible on the ground. The line of demarcation between the protected area of 1928 and that which

(Continued on page 36)



This bird, the rare flamingo, will be doing business at the old stand—the Hialeah racing park—this year despite gasoline rationing, travel restrictions and Hitler, Hirohito and Mussolini. The bird is symbolic of Florida freedom and peace and the restful atmosphere that is offered to visitors although much of the State is devoted to the training of Uncle Sam's soldiers, sailors and airmen. Housing shortages do not bother them, and it will not bother this Winter's visitors if they will have the patience to look about them.

Department of Public Safety

J. J. Gilliam, Director.....Tallahassee
W. B. Lindsay.....Tallahassee
Supervisor of Drivers' License Division
Captain J. Wallace Smith...Tallahassee
Executive Officer
Captain Fitzhugh Lee.....Lake City
Northern Division
Lieutenant Reid Clifton.....Chipley
District Headquarters
Captain H. C. Martin.....Bartow
Central Division
Lieutenant Olin Hill.....Bartow
District Headquarters
Lieutenant A. C. Yonally.....DeLand
District Headquarters
Captain S. A. Senneff...Ft. Lauderdale
Southern Division
Lieutenant Tobe A. Bass.....Ft. Myers
District Headquarters

GOVERNOR HOLLAND last month demonstrated the usefulness of the State Highway Patrol in emergencies when he dispatched Director J. J. Gilliam to Walton County following the fatal shooting of Sheriff R. E. Gatlin and the severe beating of his only deputy, Curtis Miller.

Under supervision of Director Gilliam and Lieut. Reid Clifton the negro responsible for the shooting, Alfred Snipes, was under arrest in 36 hours and on his way to the State Prison Farm for safekeeping.

Director Gilliam was ordered to DeFuniak Springs after word reached the governor's office. He took charge of a posse of citizens until the arrival of Company C. Florida Defense Force, which had the situation well in hand although inter-racial trouble was threatened.

Governor Holland officially commended Director Gilliam and the State Highway Patrol for "splendid work" in the incident at a meeting of the cabinet a few days later. The cabinet recognized the activity by formally passing a resolution praising the patrol and its officers.

Subsequently the governor made public a letter to Major Hugh L. Mays, Tallahassee, battalion commander, in which he expressed his "personal appreciation and that of the State of Florida for the able assistance" of Company C "in the recent crisis in Walton County."

"It is my request that you convey to Capt. John M. Sims, commanding officer of Company C, and his men, my sincere feeling that they contributed in an untold measure to the maintaining of law enforcement and in the averting of possible inter-racial trouble."

Director Gilliam has since been appointed Florida transportation coordinator and will have supervision of State-owned and operated vehicles in a National program to reduce operation of such vehicles by 40 percent. His duties will be in addition to direction of the Department of Public Safety and he will receive no compensation.

SERVICE

M. C. Thomas, reporter of the Orlando Sentinel, who gets around, recently carried the following story in his column:

"Florida Highway Patrol's function in this era of gasoline and rubber rationing was never more vividly demonstrated than last Saturday night. One flat tire is a calamity. Two flats creates catastrophe. Three flats is something else again.

"And then—on top of a third flat tire—to run out of gasoline—on the Winter Garden road—a couple of miles from Ocoee—and a couple of miles from Gotha—neither of them affording night gasoline service.

"We were debating between a walk home or a midnight hunt for a telephone—and the debate would have singed asbestos—when a Florida Highway Patrol rolled up and stopped.

"Patrolman Thomas brought us to town for gasoline—going to two filling stations—when the first had no three-gallon can.

"Then with Sgt. Gallup and Patrolman Thomas we returned to the scene of the earlier catastrophes, poured the gasoline into the tank—and the car wouldn't start. Nothing daunted, the patrol car gave us a good hefty shove. The motor started.

"This is the nature of a bow in the direction of the Florida Highway Patrol. It happened to us. It could happen to anyone. We hope it doesn't."

PATROLMEN ON LEAVE OF ABSENCE

The following men are on leave of absence from the Florida Highway Patrol for the duration of the present emergency:

ARMY—Sergeants: E. G. Godwin, Homer Klay. Patrolmen: O. T. Cason, Jay L. Hall, Frank Tidwell, R. H. Tuten, J. A. Kickens, H. D. Wicke, T. A. Kloos, D. G. Darty, L. H. Harper, V. H. Hadley, E.

A Good Motorist's Prayer

Grant me a steady and watchful eye
That no man shall be hurt as I pass by.
Thou gavest life, and I pray no act of mine
Make take away or mar that gift of Thine.
Teach me to use my car for others' need
Nor miss through love of speed
The beauties of Thy world:

That thus I may
With joy and courtesy go on my way.

HIGHWAY ACCIDENT REPORT FOR NOVEMBER

Nine U. S. service men were killed in Florida traffic accidents in November, representing nearly one-fourth of the total accident deaths.

The State Highway Patrol reported today that 41 persons were killed in accidents, against 60 in the corresponding month of 1941.

During November, 348 accidents were reported, and of these 42 involved service men. Fifty-four service men were injured.

The total death toll of 41 represented 27 deaths in urban areas and 14 in rural areas.

Three of the deaths occurred on Nov. 1, three on Nov. 5, three on Nov. 7, and four on Nov. 27.

Two of those killed were riding a motorcycle which collided with an automobile near Jacksonville. One soldier was killed when hit by a car as he played with other soldiers in a street near the Orlando air base. A child ran into a street and was killed when hit by a taxi-cab operating with parking lights in compliance with coastal dim-out regulations.

The patrol report showed one pedestrian was killed when hit by a speeding army (Continued on page 34)

D. Dugger, J. D. Larson, A. D. Cosson, R. E. Robertson, J. T. Prater, Frank Parcinski, B. W. Brinson, George Reichgott, T. E. Jones, J. W. McNally, A. C. Stillwell.

NAVY—Patrolmen: R. H. Strong, Frank C. Millikin, H. J. Alfonso.

MARINES—Sergeants: R. L. Robinson. Patrolmen: E. E. McGovern, E. P. McLean.

COAST GUARDS—Patrolmen: B. P. Tiller, C. E. Taylor, W. F. Pounds, T. B. Marler, W. B. Norris.

SEABEES—Patrolman H. E. Ellis.

The following men have been given service stripes for three years of continuous service with the Florida Highway Patrol:

Captain J. Wallace Smith.

Captain Fitzhugh Lee.

Captain H. C. Martin.

Captain Stuart A. Senneff.

Lieutenant Tobe A. Bass.

Lieutenant Reid Clifton.

Lieutenant I. Olin Hill.

Lieutenant A. C. Yonally.

Sergeant Clyde Carlan.

Sergeant J. G. Gallop

Sergeant Carl Mahaffey.

Sergeant O. L. McArthur.

Sergeant T. J. Reilly.

Patrolman Chris Anderson.

Patrolman Collier Brown.

Patrolman W. E. Butler.

Patrolman F. Clark.

Patrolman T. F. Cooper.

Patrolman E. R. Ferrell.

Patrolman J. W. Hagans.

Patrolman E. B. Jordan.

Holland Praises Cities' League . . .

DEMOCRACY'S future is dependent upon continuations of strong local governments, declared Governor Spessard L. Holland in an address to the annual convention of the Florida League of Municipalities in Jacksonville. The governor congratulated the league on the work that it has done and is doing for better government in Florida.

L. Trevette Lockwood, town manager of Palm Beach, was elected president of the league to succeed R. E. Chancey, mayor of Tampa, who has served as head of the organization for the past two years.

Other officials include James Messer, Jr., city attorney of Tallahassee, first vice president; George A. Pierce, city commissioner of Jacksonville, second vice president; L. Conner Hagler, mayor of Pensacola, third vice president; Clarence E. Griffin, city commissioner of New Smyrna Beach, fourth vice president; E. L. Cole, city councilman of St. Petersburg, fifth vice president; A. B. Curry, city manager of Miami, sixth vice president; E. P. Owen, Jr., of Jacksonville, secretary-treasurer and William M. Madison of Jacksonville, league counsel.

Retiring President Chancey, in acknowledging the gift of a pipe presented by C. Harold Hippler, city attorney of Eustis, said "my labor with you has been one of love and of pleasure. Outstanding in my life will be the fine friendships my connection with the league has brought me, and I can never forget the sympathetic cooperation you have given me in my work with you."

Governor Holland and State Senator John E. Mathews were among the principal speakers at the convention which was welcomed to Jacksonville by Mayor John T. Alsop. During its business sessions the league adopted a resolution asking for a constitutional amendment reducing the present maximum tax levy of five mills upon intangible personal property, declaring that the present law nullifies many of the good effects of the State's law against an income tax.

Equalization of the tax burden is still one of the pertinent problems facing the State, Governor Holland stated, pointing out that the gas tax amendment supported by the league and ratified at the November election had done much to relieve the burden of counties. He declared that the tax program adopted two years ago is not perfect but that imperfections that have developed are not serious and can be ironed out so that the objective of a fair distribution of the tax burden will ultimately be realized.

"Among the proposals that might well be considered by the next legislature," the State's chief executive said, "are those authorizing a reduction in the ceiling of tax levies for county school systems, and for school districts. Another very serious problem that the legislature should be asked to consider concerns the taxation ceiling on intangible property, now set at five mills but which has only been collected, so far, on a one-mill basis. This power of taxation may very well counteract all the good Florida's exemption of incomes from taxation has accomplished, and this power of taxation

should be curtailed. I hope you members of the League of Municipalities, other groups, and ultimately the State legislature will consider this problem."

The governor reported that the State Road Department's budget now contains almost \$8,000,000 that may be used in launching a broad program of road improvement as soon as the war emergency is over and materials may be obtained with which to make the improvements, adding that he was happy to have "been of some aid in securing the passing of the connectional road law" which will allow State and Federal funds to be used in building, maintaining and repairing State roads within city limits.

"I wish also to express my feeling that throughout this administration there has been distinct cooperation between State, county and local governments in all activities of government, and I want to express my appreciation of that cooperation. I can say that this cooperation compares most favorably with the situation in other States," Governor Holland said. "This cooperation must be our chief objective, in wartime. The continuation of strong local government is the objective toward which all officials, State, county and city, should be aiming, for the

people's judgment of the success of democracy depends upon the functioning of local government."

Governor Holland predicted for Florida a period of new and great growth following the war, and urged that all its cities plan now to take advantage of that development. "Plan now for your cultural growth, for the provision of park, educational and recreational facilities for your citizens. Our State is doing that now, and will seek to achieve, among its post-war developments, such desired objectives as the beautification of the State capitol and its grounds and the beautification of the Everglades National Park," he said.

"We have many objectives to achieve, in these trying times," Governor Holland concluded, "but the preservation of harmony within our municipal, State and county governments is more important than the achievement of any single objective or any group of objectives."

The legislative committee of the league reported a program of legislation to be sought in the next session of the State legislature. As approved by the league, the program follows:

(Continued on page 33)

DO YOU KNOW FLORIDA?

1. What President of the United States was a governor of Florida?
2. What is the largest snake found in the State?
3. What Florida aquatic coach is a maker of National champions?
4. What river system of Florida empties into a lake that has no natural outlet to the sea?
5. What citizen of Florida was three times a candidate for presidency of the United States?
6. What part Powell played in the Seminole War?
7. What is the farthestmost extremity of the Florida Keys?
8. What Florida city was a port of embarkation in a war with a European power?
9. What sport in Florida draws its players from Latin America?
10. What extinct race of Indians occupied south Florida upon the discovery of America?
11. What Florida spring compares in temperature with Warm Springs in Georgia?
12. What 80-mile railroad, 60 miles of it in Florida, is equipped with Diesel zephyrs?

Answers on Page 33

No Sales Tax, Declares Beall . . .

FLORIDIANS will not have to pay a sales tax "or any other new taxes" following the 1943 legislature, if Philip D. Beall, Pensacola, president of the next Florida Senate, has his way, and he usually has a way of getting it.

The Pensacolian's remark on a recent visit to the capitol was occasioned by a previous statement by Rep. Olin Shivers, Washington County, that a sales tax was indicated by the decrease in State revenues brought about by war conditions.

Senator Beall declared that there have been sharp reductions in many of the revenues from State taxes and that there are likely to be more, but that increases in some receipts, plus a marked economy of government which will reduce all expenditures to the necessities of service, will make new taxes unnecessary.

"Nobody wants any additional taxes," said Senator Beall, who declared that he has talked with most of the members of the 1943 Senate and a lot of the members of the 1943 House. His statement agrees with that of Speaker of the House Richard H. Simpson, Monticello, who was quoted in Florida Highways last month.

Senator Beall announced selection of two of the youngest members of the Senate for chairmen of two important committees. Senator Raymond D. Shelton, Tampa, 35 years old and a first-term member, will head the powerful committee on labor legislation, while Senator LeRoy Collins, Tallahassee, 33 and the youngest member of the body, will head the finance and taxation committee.

Naming of Senators Sheldon and Collins to committee chairmanships follows a previous selection of other top-flight committee heads including Senator Ernest Graham, Miami, public utilities committee; Senator J. Slater Smith, Green Cove Springs, miscellaneous legislation committee; Senator J. Ed Baker, Umatilla, public welfare committee; Senator J. A. Franklin, Fort Myers, privileges and elections committee; Senator Ernest F. Householder, Sanford, appropriations committee; Senator Wallace E. Sturgis, Ocala, constitutional amendments committee; Senator Harrison E. Barringer, Sarasota, executive communications committee; Senator Walter Rose, Orlando, legislative expense committee.

Other committee heads previously announced by Senator Beall include:

R. Stanley Adams of Jasper, agriculture and livestock; Jay A. Shuler of Apalachicola, education; J. Wofford Lindler of Lake City, attaches; S. D. Clarke of Monticello, banks and buildings and loans; Harry King of Winter Haven, citrus fruits; W. A. Shands of Gainesville, insurance; Amos Lewis of Marianna, judiciary A; John E. Matthews of Jacksonville, judiciary B; J. Frank Adams of Blountstown, judiciary C; Hal Y. Maines of Lake Butler, convicts and prisons.

One of the objectives of the 1943 legislature may be enactment of election law amendments which will permit Floridians in

PLENTY OF ROOM IN FLORIDA TO HOUSE SUNSHINE HUNTERS

Twenty Florida resort towns and cities have reported to the Florida State chamber of commerce that 47,031 houses and apartments and 27,142 hotel rooms are now available to accommodate vacationists and winter residents. The data is being compiled for the Florida Economic Advancement Council's Washington director, W. D. Outman, for use in his advocacy before Federal transportation and rationing authorities of liberalization of wartime restrictions.

These figures, according to Harold Colee, executive vice president of the State chamber, do not include accommodations available in rooming houses and private homes. Colee said that the tabulations are being continued, and final results will probably show accommodations for more than 500,000 people. A monthly survey will hereafter be made to enable Outman to keep abreast of the situation.

It is believed by the State chamber officials that 30 percent of the larger resort hotels have been taken over by military services. This may eventually total as much as 50 percent. However, Colee asserted: "We will have ample accommodations available for all who may reach Florida."

Constant driving tires the eyes, says an oculist. This is especially true if one eye is focussed constantly on the rear view mirror watching for speed cops.

The Florida State chamber of commerce has entered a protest against the proposal of the Federal communications commission to interfere with long distance telephone tolls. The protest was made on the grounds that a prolonged inquiry would seriously interfere with the successful conduct of the war.

the armed services to vote in primaries in the State. The present law requires registration in person and permits absentee voting only by personal appearance before the county judge a few days before election.

Beall's plan would permit absentee ballots to be voted by service men, and, incidentally, members of the WAVES and WAAC, upon affidavits made by them before a commissioned officer, wherever he or she may be. Ballots could be supplied in advance to service men, with notice that they must be returned before election day so that the certificates may be checked. Secrecy of ballot would be maintained by having the voted ballot returned in a sealed envelope, along with the certificate which would not be sealed.

The Florida plan would follow the National provision, enacted at the last session of congress, that absentee soldiers may vote in the election of United States senators and congressmen.

LICENSE PLATES MAY HAVE TO LAST; TAKE GOOD CARE OF THEM

Preserve your license plates!

It may be a long time before you get a new plate showing the number of your motor vehicle license. And if your plate does not clearly show the number, you are violating the law.

One or two coats of clear spar varnish is the best protection against the elements. The plate should be thoroughly cleaned with soap and water, all grease removed, before the varnish is applied.

Do you know that not one pound of new metal was used in the production of the miniature tab that will signify your purchase of a 1943 license? They were made from scrap metal picked up around the tag manufacturing department of the State Prison Farm. Tabs are now on sale and all cars should carry them by the first of January.

Not only did the State Prison Farm save metal (several hundred tons) in the manufacture of the 1943 tags, but the farm has made a notable contribution to the National drive for scrap to assist Uncle Sam in defeating the enemy.

Two old steam engines, which furnished the power for the first legal electrocution in the State, when the method of execution was changed from hanging to electrocution, have gone into the National scrap heap and will soon be on their way overseas in the shape of shells, ships and shrapnel. The old steam plant had quite a history, starting out as the power plant for the Ponce de Leon Hotel, first of the Flagler System of hotels on the East Coast, opened up in 1899. They were purchased by the farm after years of service there, furnishing light and power for the prison. Later they were used in the sawmill. Now they have been replaced by modern diesels.

Under direction of Superintendent L. F. Chapman, the scrap drive cleaned all departments of the prison of metal. Even reinforcement in concrete blocks was salvaged.

GETS NATIONAL HONOR

Kenneth R. Williams, professor of school administration at the University of Florida, has been appointed a member of the committee on professional relations of the department of classroom teachers in the National Educational Association. The committee will promote better relations between educators and laymen and improve the professional status of public school teachers.

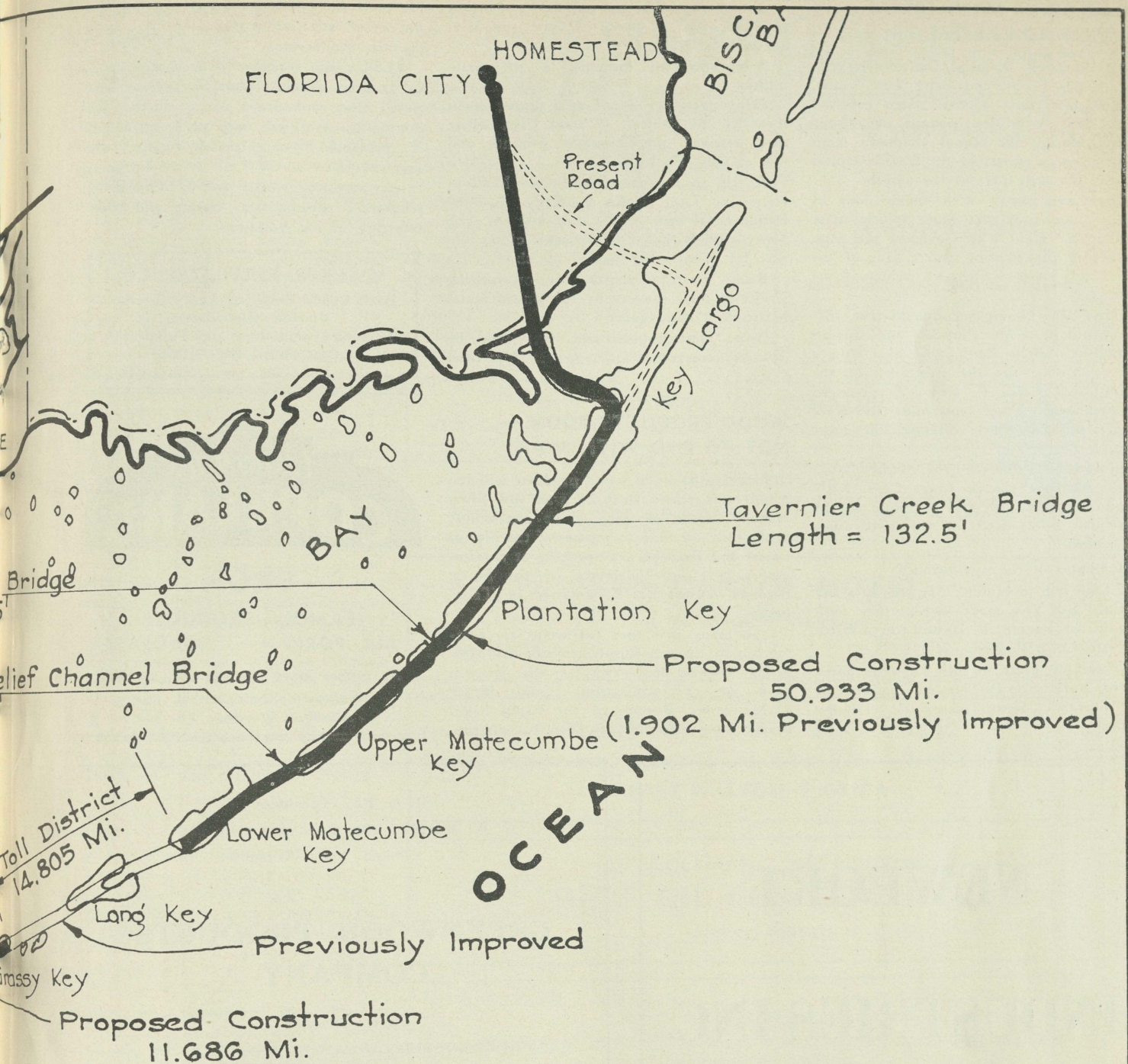
University of Florida College of Law has cut its requirements for entrance to two years, according to announcement of Dr. John J. Tigert, president. The college has been on a graduate basis since 1933 and will go back to that standard following the war.



in behalf of
The State Road Department
The Florida Highway Patrol
extends to every
Advertiser and Reader
Every good wish for the Holiday Season
and for the incoming year of 1943

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FLORIDA CITY TO KEY WEST

Proposed Improvement	88.964 Mi.
Previously Improved	33.981 Mi.
Total Mileage	122.945 Mi.
Present Mileage	140 Mi.
Saving	17 Mi.

and bridge construction now in process on the Florida keys by the State Road Department. The map shows the three points where the dis- and Torch Keys and between Pirates Cove and Stock Island and Key West. The work was taken over by the State Road Department when all seemed essential to the defense of the Nation. Construction work also includes improvement of some of the present highway. E. C. DeGarmo, construction camp on Sugar Loaf Key. The work was planned by J. H. (Ham) Dowling, State highway engineer and his assistant, L. K. Kannon, the State Road Department, following rejection of bids, was given by both the State road board and the U. S. Bureau of Public Roads.

SCRAP DRIVE WINNERS ON VISIT TO CAPITAL

Dale Maxwell, Pahokee, Gwendolyn Wilcocks, Palm Beach, and Betty Lou Smith, Coral Gables, who between them collected almost half a million pounds of salvage material during the school children's scrap campaign, were guests of the Florida capital one day the early part of the month.

They went away with commissions as brevet captains in the State militia after spending the night with Governor and Mrs. Holland in the mansion and a tour of the capitol and other Tallahassee points of interest.

Albert W. Thompson, Loxahatchee, Albert Sheldon, Cape Florida, and Joseph Thibodeaux, Green Acres, who also won a trip to Mobile for the launching of the Liberty ship Colin P. Kelly, Jr., received fountain pens. They represented the three Florida schools which collected the most scrap.

Enroute to Tallahassee the children visited the Madison church where Capt. Kelly attended services and paid a tribute to the Army Air Force hero for whom the ship was named.

Highlights of the trip included:

A train trip to Mobile, Ala., the first any of them had ever made—where they took part in christening a 10,000-ton Liberty ship, the Colin P. Kelly, Jr.

A breakfast given in their honor in Jacksonville by Francis P. Fleming, chairman of the Duval County-Jacksonville Defense Council.

A night spent in the governor's mansion at Tallahassee, as guests of Gov. and Mrs. Spessard L. Holland.

Being breveted captains in the State militia.

Being guests of honor at a dinner given them by the residents of Lake City, where they received pre-Christmas presents and met ex-Gov. Fred Cone.

A trip to the church shrine in Madison erected to Capt. Colin P. Kelly, Jr., the Pacific naval hero, where they met Mr. and Mrs. Colin P. Kelly, Sr., parents of the officer for whom they named the ship.

Being awarded medals for outstanding service to their country by the United States Maritime Commission.

Being photographed and interviewed by newsreel cameramen and reporters from three States.

WOOD PRODUCTS BOOM NOT TO END WITH WAR

Florida's boom in wood products will last for several years after the war and forest farming should continue to be increasingly profitable, according to experts of the Florida Forest and Park Service speaking at a recent gathering of the members of the Forest Farmers Association Cooperative in Tallahassee.

"So many new uses for wood are coming out of the war-supply research that timberland owners need never fear that we will have an over-production," said Henry J. Malsberger, director of the Forest Service, pointing out that new uses for plastics,

plywood and cellulose products coming from the woodlands should make Florida a leader in such production.

Malsberger's statement was backed by H. C. Coulter, assistant State forester, who declared that widespread use of lumber following the war will keep prices up and L. T. Nieland, State extension forester, who said that now is the time to sell low-grade forest products which are in demand for temporary construction, crating and reconstruction of old buildings.

WALKER FERTILIZER CO.

**High Grade Fertilizers and Materials
Florida Distributors
Dupont Insecticides and Fungicides
ORLANDO, FLORIDA**

The logo for Original Copeland is a stylized, dark-colored emblem. It features the word "Original" in a script font above the word "COPELAND" in a bold, sans-serif font. The entire logo is set against a light background.

BROS.

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GRACEVILLE PLANT

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Claud Tindel, Mgr.

J. L. Lewis, Mgr.

OCALA WAREHOUSE

Fred Mather, Mgr.

BUSINESS CONDITIONS SHOW IMPROVEMENT

Business conditions in Florida are better than those prevailing throughout the country and retail sales, which made a sharp decline last Spring, have now begun to rise, according to report of the research division of the State chamber of commerce, which also stated that construction contract awards in the State for 1942 will exceed \$300,000,000, a new record.

For the second successive month, Florida registered highest on the Dun and Bradstreet regional trade barometer in September, hitting the 208.8 mark. This is far above the National average mark of 128.4.

Bank debits in October were 21 percent above those of a year ago and have recorded a gain of 13 percent for the first 10 months of 1942 over the same period of 1941.

Another encouraging figure is found in tax-paid gasoline sales which were expected to drop 50 percent but which in fact were less than 30 percent below those of a year ago, in spite of rationing, and recorded an 8 percent gain above September sales, the State chamber of commerce reported.

Manufacturing employment was estimated at a new high of 84,200 in October, and is expected to climb as canning plants come into production. While some decline in construction volume must be expected, the 1942 year has been the biggest construction year in the State's history, and the cut in Florida may be much less than that in other States.

Actual awards of construction contracts through October ran over \$270,000,000, an increase of 138 percent over 1941, according to the chamber's report. The average has been \$27,023,000 per month. Ninety-three percent of the contracts let have been for military works, roads, bases, camps and airports.

State regulations prohibit the use of inflammable materials in decorations in public places, according to State Treasurer Ed Larson who also is fire marshal, in commenting on the recent disastrous Boston night club fire.

Motorists who would not drive blind-folded will often drive with dirty windshields, or steamed glass, caused by lack of air circulation. The safe driver knows clear vision is necessary to keep him out of trouble.

Famous Last Words—"O, I guess nobody is coming on the other side of this hill."

The best medicine for a drowsy automobile driver is a nap—but at the side of the road.

Camouflage saves lives only on the battlefield. The wise pedestrian who goes out at night wears something white.

Don't let a drunken friend take the wheel, advises the Highway Patrol. It is better to be discourteous than dismembered.

People who insist on driving at 90 miles an hour could save everybody a lot of trouble by turning in at the nearest cemetery.

Miss Clarine Belcher, clothing specialist for the State home demonstration office in Tallahassee since 1936, died December 12 in Clearwater.

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SUGGESTS LOWERING OF TAX ON INTANGIBLES

Suggestion that the ceiling on intangible property be lowered from five to two mills was made by Governor Holland in an address before the Tax Assessors' Association of Florida at its recent meeting in Lakeland. A. H. St. John, tax assessor of Duval County, was elected president to succeed John B. White of Polk County.

"The present ceiling is very distasteful to many of the wealthy people who come to Florida to become residents," the governor said, "and many of those fine people are just the kind we need to help carry forward the constructive interests of the State.

"We must not have these people feeling that we are pointing a pistol at their heads," he said. "We must see to it that Florida always has a reputation for fair treatment of all people. We must see to it that we have a fair government.

"Florida will emerge from this war with a tremendous assortment of new developments of the kind that will prove most advantageous, and we must keep our feet on the ground. We must refuse to be diverted to one side or the other by some foolish or fanciful influence."

Governor Holland stated that Florida tax assessors have done a "marvelous job" during the last two years and declared that the "toughest years" are behind you.

Other officers elected by the association include Duncal G. McQuaggee, Bay County, first vice president, and Dennis Small, Hendry County, secretary and treasurer.

Motorists and also pedestrians usually find they arrive faster by hurrying slowly.

Department of Safety records show that drivers who have to stop to think usually are too slow to think to stop.

It may be some consolation for drivers subject to orders from the back seat to know that Adam was the first man to take a ribbing.

A New Jersey judge has ruled that a man cannot drive an automobile and hug his best girl at the same time. Lots of youths know better.

Reckless drivers are punished by death in Russia, says news item. In other words, when a driver loses his head over there he loses it permanently.

Seven out of ten pedestrian deaths occur at night. During the winter season motorists must be extra watchful for walkers at night, and walkers must use more caution. Winter increases the hours of darkness—more darkness means greater hazard for those who walk.



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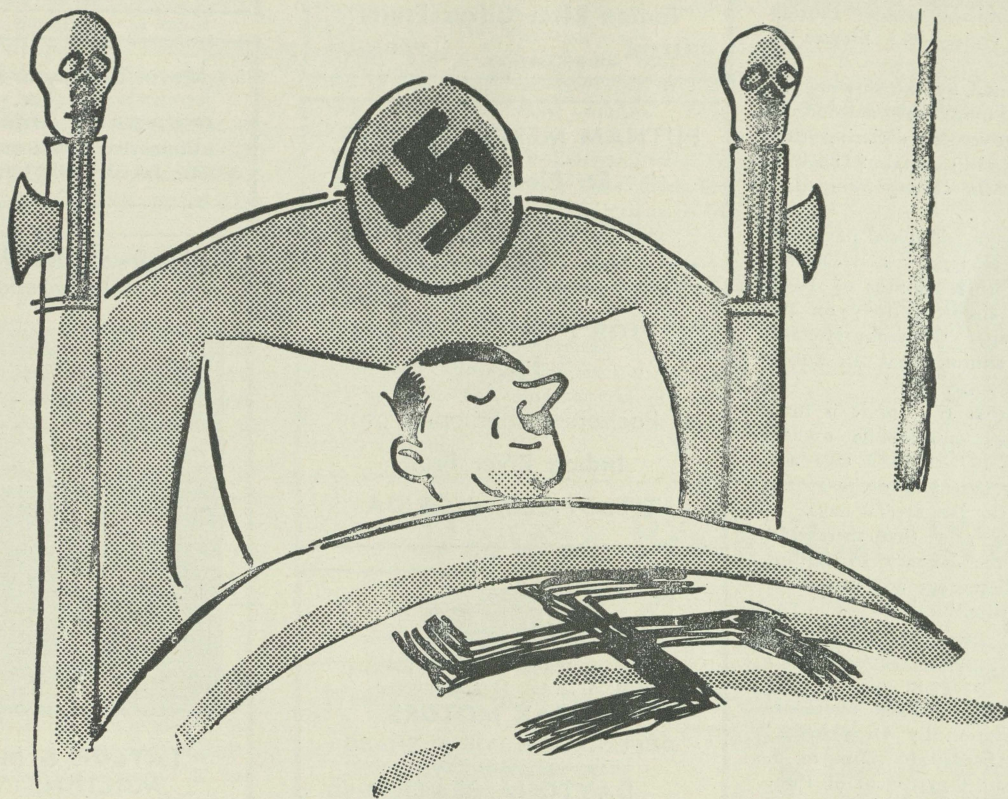
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2. Working in a plant where the Plan is installed, but haven't signed up yet—sign up tomorrow.
3. Working in a plant where the Payroll Savings Plan hasn't been installed, talk to your union head, foreman, or plant manager—and see if it can't be installed right away. The local bank will be glad to help.
4. Unable to get in on the Payroll Savings Plan for any reason, go to your local bank, or wherever Bonds are sold. They will be glad to help you start a Plan of your own.

**"TOP THAT 10% BY
NEW YEAR'S!"**



**BUY U. S. WAR BONDS
THROUGH THE
PAYROLL SAVINGS PLAN**

NO EXTENSION ON TAG LIMIT

There will be no extension of the January 15 expiration date for 1942 automobile licenses, according to announcement of Governor Spessard L. Holland urging Florida motorists to obtain their 1943 licenses at once.

"We are disappointed by the slowness at which the public is buying new automobile licenses," said the governor, declaring that sales to date (Dec. 14) total \$194,000 against \$312,000 on the corresponding date of last year.

"Our ability to make additional payments for the schools for November and December and for the first three months of 1943 is going to depend almost entirely on the sale of automobile tags," Governor Holland said. "We are very anxious that the public begin to buy tags at once."

"While I realize that the public is busy with the war effort, automobile owners should proceed now to get their tags and avoid the congestion that will occur at tax collectors' offices on the last several days."

"I am announcing now that there will be no extension of the January 15 expiration date so as to discourage any postponement of tag purchasing."

Governor Holland also asked counties of the State to appoint mileage administrators in the Nation-wide program of tire and automobile conservation intended to reduce government transportation by 40 percent.

This program is headed by Director J. J. Gilliam of the State Department of Public Safety, as State government mileage coordinator. He will direct county administrators on their appointment by the chairmen of county commissions. There is no salary but Holland stated that the position is important and essential to the war effort. The task of coordinators would be to supervise local governments' transportation so that gas and tires may be saved.

MALSBERGER ORGANIZES FIRE FIGHTING UNITS

County and local organization of a civilian Forest Fire Fighters Service has been started by State Forester Henry J. Malsberger, acting under the jurisdiction of Major General Albert H. Blanding of the State Defense Council.

"Increased production demanded by war can be seriously handicapped by destructive forest fires," said Malsberger. "Enemy submarines also may be guided by the lumen and smoke of fires in their attack on our ships."

A State advisory committee includes L. T. Nieland, extension forester, Agricultural Extension Service, Gainesville; J. F. Williams, Jr., Vocational Agriculture Department, Tallahassee; Larry Givens, U. S. Fish and Wildlife Service, St. Marks; and Colin D. Gunn, Soil Conservation Service, Gainesville.

But 13 illegal samples of gasoline were found in the 1,307 inspections made by the gasoline inspection department of the Department of Agriculture between November 15 and November 30, according to announcement by Commissioner Nathan Mayo.

Auto trips that start with the bottle often end with a trip to the jug.

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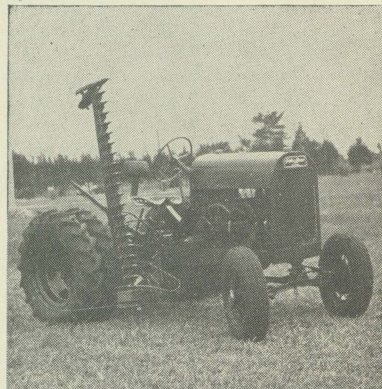
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WAVERLY, FLORIDA

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HOLLAND PRAISES

(Continued from page 23)

1. A bill amending the State exemption statute concerning real property so as to authorize the taxation by cities and counties of such real property of the Federal government as the latter permits to be taxed.

2. A bill authorizing such municipalities as so desire to impose and collect reasonable service charges for garbage collections.

3. A bill authorizing proceedings for the forfeiture to the municipality of funds seized in connection with games of chance upon conviction of the owner or operator of such games of chance.

4. A bill authorizing the creation of a reserve fund and the planning for post-war municipal projects.

5. A bill permitting cities to extend their general welfare powers a distance of three miles from the territorial limits of said municipalities, covering health, safety and welfare conditions affecting the inhabitants of said municipality or extended territory.

6. A bill providing for the liquidation of municipal tax liens on lands that reverted to the State under the Murphy Act.

7. A joint resolution proposing the repeal of the constitutional provision providing for uniform systems of municipal government.

Forget your driving "rights," consider your "funeral rites" . . . Try observing the safe driving rules you have figured out for "the other fellow" . . . Remember that it's better to wait 'till you see "green" if you are seeing "red."

KNOW FLORIDA ANSWERS

1. Andrew Jackson.

2. The indigo or gopher snake reaches a maximum length of 12 feet.

3. Al Gordon of Fort Lauderdale who trained Katherine Rawls.

4. The Kissimmee River empties into Lake Okeechobee.

5. William Jennings Bryan (Miami).

6. Osceola, whose real name was Powell, was so called by white people of his time.

7. The Dry Tortugas.

8. Tampa, during the Spanish-American War.

9. Jai Ali, played in Miami, draws players from Cuba and other Spanish-speaking countries.

10. Caloosas, for whom the Caloosahatchee River is named.

11. Weekawachee Springs, near Brooksville, with a temperature of about 78 degrees.

12. Atlanta and St. Andrews Bay Line, running between Dethan, Ala., and Panama City.

ORANGE COUNTY LEADS

Orange County is the first in Florida and probably the first in the country to reach and surpass its December quota of bond sales, according to announcement of Karl Lehman, deputy State war bonds administrator.

Nearly half a million bonds were purchased in the county in observance of Pearl Harbor Day, the exact amount being \$498,120.

"We're amazed," said Lehman, "and we are going to tell the whole State about Orange's accomplishment and also call it to the attention of U. S. Treasury officials."

Attorney General Tom Watson has issued an opinion that weddings conducted by telephone are legal provided the parties are sufficiently identified and have the proper license to wed. The opinion was given to H. Cerf Straus, Navy chaplain at Pearl Harbor, Hawaii.



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TB RATE DROPS

Florida had the lowest tuberculosis death rate in 1941 since the State Board of Health began keeping accurate records in 1917, according to announcement of the board.

The rate among white persons was 26 per 100,000, and among negroes, 107 per 100,000.

Orange County, where the State Tuberculosis Sanatorium is located, had the highest rate, 130.2 per 100,000. Columbia County was next with 112.2. No tuberculosis deaths were reported from 10 small rural counties. The rate at the State Hospital for the Insane at Chattahoochee was 577.5 per 100,000.

Since 1932, Florida's tuberculosis death rate has decreased by 16.2 percent.

He who takes care of his car in these days also takes care of his country.

HIGHWAY ACCIDENT REPORT

(Continued from page 22)

"jeep." The pedestrian was "jaywalking" at the time.

Investigators said two pedestrians under the influence of whisky walked into the paths of moving vehicles and were killed.

A tire blowout caused an oil truck to run off the road, killing the driver. A youth riding the running board of a car was killed when it sideswiped another car.

"Reasonable caution on the part of drivers and pedestrians would have prevented nearly all of the November traffic deaths," said J. J. Gilliam, Director of the Department of Public Safety.

NOVEMBER MOTOR ACCIDENT EXPERIENCE

These tabulations are obtained from reported accidents sent in by police officers and operators of motor vehicles, as required by the Florida regulatory traffic law. Additional tables of statistical traffic data may be obtained by applying to Department of Public Safety, Division of Florida Highway Patrol. J. J. Gilliam, Director, Tallahassee.

WHAT DID THEY HIT?

	—Accidents—		
	Fatal	Dead	All
Total accidents	37	41	333
Collision of motor vehicle with another motor vehicle	7	10	193
Pedestrian	10	10	22
Railroad train	3	4	7
Animal-drawn vehicle			2
Bicycle	3	3	6
Animal (all types)			5
Fixed object			4
Overturned in road	1	1	7
Ran off road	11	11	81
Other non-collision	2	2	6

WHEN DID THEY HAPPEN?

	—Accidents—		
	Fatal	Dead	All
Total accidents	37	41	333
Monday	6	6	50

Tuesday	2	2	39	11-12	1	1	15
Wednesday	2	2	22	P. M.			
Thursday	6	6	34	12-1	2	2	10
Friday	7	9	53	1-2	2	2	4
Saturday	6	6	61	2-3	1	1	10
Sunday	8	10	74	3-4	1	1	13
				4-5	2	4	23
				5-6	3	3	22
				6-7	1	1	4
				7-8	2	3	27
				8-9	2	2	24
				9-10	5	5	15
				10-11	1	1	22
				11-12	2	2	19
				Not Stated	1	1	11

WHAT TIME DID THEY HAPPEN?

	—Accidents—		
	Fatal	Dead	All
Total accidents	37	41	333
A. M.			
12-1	1	1	16
1-2	1	1	15
2-3	1	1	12
3-4	2	2	9
4-5			4
5-6	1	1	2
6-7	1	1	13
7-8			10
8-9	2	2	10
9-10	1	1	7
10-11	1	2	5

WHY DID THEY HAPPEN?

	Accidents	
	Fatal	All
Total violations	31	362
Driver had been drinking	5	49
Driver fatigued or asleep	2	19

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Exceeding stated speed limit	11	90	Flagler	1	1	Walton	4	1	2	1
Exceeding safe speed	1	22	Gadsden	2	1	Washington	1			
Disregard of signs and signals	1	16	Gulf	1	1					
Failure to yield right-of-way		32	Hamilton	2	1					
Wrong side of road not in passing	4	62	Hardee	4	1	3	1			
Improperly parked vehicle		9	Hendry	2	2	2				
Improper start from parked position	1	6	Hernando	2	1	1	1			
Improper passing	2	10	Highlands	1		1				
Improper turning or failure to			Hillsborough	23	1	13	1			
signal turn	1	12	Indian River	2		1				
Improper lights	1	3	Jackson	7	3	1	4			
Inattention or reckless driving	2	32	Lake	2		2				
			Lee	2		2				
			Leon	4		2				
			Levy	1		1				
			Manatee	6	1	1	1			
			Marion	2	1		1			
			Martin	1		1				
			Monroe	2						
			Nassau	4		3				
			Okaloosa	6	2		2			
			Okeechobee	1		1				
			Orange	20	2	4	2			
			Osceola	3	1	2	1			
			Palm Beach	11		6				
			Pasco	3		1				
			Pinellas	2	2		2			
			Polk	9		6				
			Putnam	3		2				
			St. Johns	2	1		1			
			Santa Rosa	3	1		1			
			Sarasota	8	1	6	2			
			Seminole	1		1				
			Sumter	3		1				
			Volusia	9	1	3	1			
			Wakulla	1						

CONDITION OF VEHICLES—

	Accidents	
	Fatal	All
Total defects	5	49
Defective brakes	1	10
Other lights or reflectors defective		3
Steering gear defective		7
Puncture or blowout	3	19
Worn smooth tires	1	4
Other defects		6

PEDESTRIAN ACTION—

	Accidents	
	Fatal	All
Total accidents	10	37
Crossing at intersection		3
Crossing not at intersection	4	7
Coming from behind parked cars	1	2
Walking in roadway with traffic	2	6
Standing in safety zone	1	2
Working on vehicle in roadway	1	2
Playing in roadway		1
Not stated	1	4

There were 99 U. S. service men involved in 42 reported accidents in which nine U. S. service men were killed and two civilians killed. 54 service men were injured.

—Accidents—		No.	
Total	Fatal	Injd.	Dead
333	37	132	41

County				
Alachua	5		3	
Baker	1			
Bay	5		3	
Bradford	4	3		4
Brevard	6	1	4	1
Broward	7		2	
Calhoun	2		2	
Charlotte	2		1	
Clay	2	1		1
Collier	1		1	
Columbia	2	1	1	1
Dade	37	4	12	4
DeSoto	3		2	
Dixie	1	1		1
Duval	90	2	29	3
Escambia	4	2	1	2

We can understand how some motorists would rather die on American soil than on a foreign battlefield, but for our scenery's sake, if for no other reason, let's keep bloody entanglements off our highways.

Walton	4	1	2	1
Washington	1			

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JOOK JOINT ROMANCES THING OF THE PAST

Marriage licenses may be obtained only at county judge's offices, according to a ruling by Attorney General Tom Watson, acting on complaint of the Tampa Ministers' association to Governor Holland recently. The ruling is held likely to stop jook joint romances resulting in quick marriages which frequently result in disaster.

The association's complaint held that many marriages in which soldiers participated were inspired by the \$50-per-month allowance that is given to a service man's wife.

The ruling will stop issuance of licenses by clerks or judges at their homes and marriages by clerks unless they are notaries public or otherwise qualified under the law. It will not invalidate marriages heretofore licensed in this way.

THE NATION'S FORESTS

(Continued from page 21)

did not come under protection until 1931 is very apparent.

The annual cut at the present time on the Osceola is about three and one-half million board feet and about 30 crops of turpentine. In 1938, we conducted a simple economic survey of the forest and determined what we were doing in the way of furnishing labor to people harvesting timber. That year the receipts were about \$45,000, or 30 cents per acre, and there were 502 workers involved in harvesting and handling this timber with 1,428 dependents. This represented a total of 1,930 people. This, in terms of man-years, was 395. It is estimated that in another 15 years the forest will produce about \$1 an acre. On that basis the annual income will be about \$150,000 and will produce about 1,320 man-years of labor for people harvesting resources, and this will be on a permanent basis. That will mean the maintenance of a permanent mill operation as well as pulpwood cutting and other resource harvesting and an annual return to the counties of about 25 cents per acre in lieu of taxes, which is 25 percent of the gross receipts.

The chief contribution of the Osceola to our war effort is in the production of timber and timber products.

The Apalachicola National Forest was proclaimed in 1933 and has a gross acreage of approximately 638,000 acres. The total net acreage of government-owned land is 514,000 acres.

The Apalachicola and Osceola, when viewed one after the other, give one a very excellent picture of the development of flatwoods forest land when given fire protection and development. They have all passed through the same stage, with the Osceola being further advanced than the Apalachicola and the Wakulla district of the Apalachicola.

Timber operations on this forest consist mainly of salvaging worked-out timber that remained on the land following previous private operations. The annual cut on both these districts on a sustained yield basis is rather small but harvesting during the war is being accelerated because of the necessity for forest products in our war effort. The material being cut is worked-out timber and

from an economic standpoint, this timber should be moved as quickly as possible to prevent further loss from wind and insects.

The main object of management of all the National forests is production of timber as a means of stabilizing the economic life in and adjacent to these areas, with the development of such other resources as is possible and compatible with the primary objective.

There are other important United States Forest Service objectives in Florida in which the Florida National Forest organization takes part. These are:

First, the general problem of fire protection.

Second, public land acquisition.

Third, public regulation of forest practice on private land.

The fire problem continues to be the most important one. At the present time, that is during this war, it seriously affects our work not only by destroying our natural resources, which are in the young, growing age, but also dissipates the energies of personnel,

labor and equipment not only of the forest personnel but also of our timber operators. These energies should be better used to direct timber and other forest products in the war channels. The State chamber of commerce could greatly assist in the matter of combating this perplexing problem, particularly by educational efforts to form public opinion.

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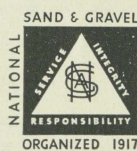
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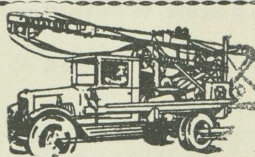
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The second question is the matter of public land acquisition. This is a controversial question. Who is going to take the responsibility for and make productive the large acreages of land in Florida that have in the past been too heavily cut and are still being burned annually? A great deal of this land is not paying taxes. Some of it can be utilized by cattlemen on a legitimate basis; some of the better soil types will be taken up by private enterprise, but up to now a large part has been salvaged by the owner only by such devices as the Murphy Act.

This land can be divided into two classes: First, that which is potentially productive for timber growing but not now in production, and second, that which is not potentially productive, such as the scrub oak areas.

Class 1 land—not now productive but potentially so.

Much of this land will require from 15 to 30 years to become productive. This period will vary with the different tracts.

During this period a great deal is necessary in the way of improvements for both protection and utilizing timber that can be salvaged. It will require a large investment and the receipts to be expected during this rehabilitation period will be small. Some of these areas will not pay the costs of protection, taxes and carrying charges. This is not a very bright picture for private enterprise.

Private investors could, undoubtedly, and are assuming responsibility for the better tracts, those that have not been too badly abused and those that will produce some income and help carry them over until the new crops are merchantable. But what about the other areas, those just spoken about? Public ownership is indicated. The State Forest Service should carry its full share in accordance with its means and the balance become Federal ownership as part of the National Forest system.

In regard to the second class of land, that is, the poor scrub oak types, I feel we should first take care of the potentially productive lands and then, as funds are available, get to the less productive. This will require a great deal of public money, as we knew money before the present war.

Much of our Florida land is now non-

productive because of excessive cutting in the past and insufficient fire protection now. What are we doing about destructive cutting? My answer is that while progress is being made, too much destructive cutting continues.

I have tried to show that public land acquisition (both State and Federal) will be necessary and is a result of abuse in the past, leaving the land in a nonproductive condition. Should we not discontinue creating new problem areas? Why increase the size of the area that some public agency will be compelled to take over later on?

I, for one, do not think the government (State or Federal) should own the greater portion of the forest land in Florida. So why don't we keep privately owned land in such condition that private enterprise can thrive and prosper on its continued private management.

Let's start treating the cause of our difficulty instead of the effect.

That brings me to the third phase of our activities and that is the question of public regulation—a highly controversial issue. Those opposing public regulation state that this question should be shelved until after the war; that everybody is busy fighting the war. True, most foresters are working full time producing products for the war effort, but why should we lock the door after the horse is stolen. Destructive cutting is going on now and will continue during the war because of the demand for timber. After the war, because of the lack of markets, it will be less serious. To me then, it seems the time to stop destructive cutting is when it is occurring and not after it is accomplished.

I am not advocating a sustained yield-cutting principle during this war period. I think everybody who is located near markets is probably cutting more than they are growing. To me that makes sense. We need

the timber for war effort now. When could it be needed more? To accomplish this does

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not mean we have to denude the land. What about the element of greed? Is it not possible the owner is attempting to get the last dime now without regard for the future?

Another consideration in this is the matter of the taxpayer. He is called on to foot the bill for fire protection. Why shouldn't he be assured that he will not be called on again to pay taxes to enable some government agency to buy this land and plant trees on it.

Then too, leaving stands in a productive condition seems like good business to me. It costs from 5 cents to 10 cents an acre, depending on the location and size of the area involved, to protect the land. It does not cost any more to protect it if it is bare, has 10 percent stocking or is 100 percent stocked with trees. As a matter of fact, the protection costs will be reduced sooner if the land is 100 percent stocked because the fire problem becomes less acute sooner, depending too on the timber type. In the past I think too many of us were thinking about the cost in terms of cost per acre. We should now begin to think in terms of cost of operation in thousand board feet per acre. It makes a difference as to how your investment fares when there are 100 feet or when 2,000 feet are on that acre.

HEALTH, NOT POLITICS

(Continued from page 7)

to demand the protection of good public health administration of which it has learned and under which it wants to live.

"This committee has branches in almost every county of the State, which have helped to spread information of the State's health needs and which have worked untiringly to attain objectives as set forth in the American Public Health Association survey. One concrete result has been the establishment of many new county health units throughout the State and the demand for others from counties which do not have that full-time public health service which is necessary for efficient health administration.

"In fact, the work of this State-wide group has been so vigorous and so effective that it has incurred the opposition of some members of the medical profession who see the bogie of 'State medicine' behind every movement for improvement of the health conditions for the general public. On the contrary, the committee's educational program, while creating a demand for more efficient public health machinery in government, also has impressed upon the people the advantages of keeping in good physical condition and probably has sent more patients to practicing physicians than any one movement in the State. Therefore, instead of threatening to rob the physician of practice, it has increased his clientele.

"Therefore, instead of medical and lay groups working in opposition and each trying to control State health affairs, they

should work in perfect harmony to attain what is best for the public and the profession. This appears to have been done on the proposed amendment."

WITH COUNTY COMMISSIONERS

(Continued from page 20)

Martin County commissioners have started "grocery style" ads on delinquent property. "We have become hard-boiled," said a commissioner in announcing the plan.

Hillsborough commissioners are offering for sale 11 trucks, two tractors a dragline, road roller and two automobiles no longer needed since the stoppage of WPA work.

Alfred Young, appointed to the Putnam

County commission to succeed L. P. DeWolf, who has entered armed service, was elected for a full term in a write-in election Nov. 3.

To hold millage down to the same level as last year Hardee County commissioners have reduced salaries of the clerk as ex-officio auditor, the clerk of the board and the county attorney.

Okaloosa County commission is among

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those taking positive steps toward collection of delinquent taxes by display advertising of properties on which certificates are outstanding.

* * *

Putnam County showed a cash balance of \$111.30 at the end of the fiscal year September 30. The board approved notary bonds of C. Howard Rowton and Mrs. Lottie W. Rowton.

* * *

Citrus County commissioners recently passed a resolution opposing the drafting of 'teen age youths for war. The board also voted for additional funds to be provided for the V. D. clinic.

* * *

Sumter County commissioners have approved a county health clinic which will be in charge of Dr. Frank J. Farley, the cost to be \$1,200 a year. Dr. Farley was named county health officer.

* * *

J. W. Pace, Conway, commissioner-elect to the Orange County board of commissioners, has been readmitted to Orange General hospital after having been released as on the way to recovery.

* * *

Seminole County commissioners have appropriated \$300 for the county defense council and taken under consideration a proposal to furnish a full-time nurse and orderly for the tuberculosis hospital.

* * *

Polk County commission has authorized calling \$23,000 in District 3 road and bridge bonds and proceeding to validate \$101,000 in refunding bonds to replace bonds in Districts 2, 10, 12 and 14.

* * *

Palm Beach commissioners have asked the sheriff to provide a guard for the Lake Osborne county park to prevent shooting of ducks which have made it a concentration point after two years of protection.

* * *

Marion County's 1942 tax roll amounts to \$380,307.21 as compared to \$411,989.86 for 1941, according to the roll accepted by the commission Nov. 3. Total assessed valuation for the county was \$29,240,750.

* * *

Pinellas commissioners last month were forced to ask Tax Collector Jay Starkey for advances from current tax funds to tide it over for first official initial instalments of taxes, following a report from Clerk Ray E. Green.

* * *

Polk County commissioners have authorized chiropractors and osteopaths to sign physicians' statements recommending the need for charity patients to be admitted to the

county hospital. Previously only M. D.'s had that authority.

* * *

St. Lucie commissioners have formally certified to the CAA the county's acquisition of title to 20 additional acres desired for the CAA airport, bringing total acreage up to 700. Extension of the project will cost an estimated \$800,000.

* * *

Duval County commissioners have asked the advice of the Navy in the matter of the Maxwell cut-off on which bids were rejected by the State Road Department. They are

asking that it be declared an access road and that funds be supplied by the government.

* * *

Osceola County commissioners are receiving the commendation of the public for their successful campaign to collect taxes through the new method of advertising. An advertisement of 13 properties brought in \$2,500 in cash from Friday morning to Monday night.

* * *

Evans Crary, county attorney of Martin County, has been instructed to proceed with negotiations with property owners for the

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expansion of the Stuart airport. CAA expansion costing \$800,000 has been authorized and Navy improvements are likely to reach \$1,200,000.

* * *

Hillsborough commissioners have received approval of the board of administration for the issuance of \$330,000 of 3 percent refunding bonds to replace a like amount of outstanding bonds to mature before July 1, made possible by passage of the gas tax amendment to the constitution.

* * *

Gulf County commissioners recently were lauded in an editorial in the Port St. Joe Sentinel for their successful reductions in the county's debts which have been cut from \$33,402 on Sept. 30, 1940, to \$11,289 on Sept. 30, 1942. "The board has done an excellent job," says the Sentinel.

* * *

County Attorney Cobbey, Hillsborough, has been authorized to act against husbands who fail to properly provide for the upkeep of their children following receipt of 20 complaints from Tampa women. The commission also voted agreed to issue \$330,000 in 3 percent road and bridge refunding bonds under the new amendment.

* * *

"Executive sessions" of county commissions was the topic of a recent editorial in the Tampa Times in which it was stated that the board was in the habit of chasing reporters and going into secret session following regular meetings. The same editorial also complained of similar sessions of the school board and welfare board.

* * *

County Commissioner Elmer Blank of Volusia County felt the effects of the manpower shortage Nov. 3 when the polls in Precinct 21-A opened and but two of the five election officials showed up. He scoured the neighborhood to get officials to bring the number up to the law's requirements. War work was given as the reason for the shortage of officials, usually easy to find.

* * *

Hillsborough County commissioners recently were challenged for awarding the delinquent real estate list to the Florida Labor Advocate three times in the last four years. George Lenfesty, president of the Florida Taxpayers' association, declared that the list, publication cost of which runs \$12,000 per year, is being used as a political plum, although publication is required by law.

* * *

The St. Augustine Nursery School, of which the St. Johns County commission is a cosponsor with the State Board of Education and the county school board, is opening this month with Mrs. Elizabeth F. White principal. It will be for children two to five and will care for the tots of working mothers, enlisted men and industrial workers as well as children of underprivileged families.

* * *

Pinellas County commissioners operated the county farm and home in October at a savings of \$1,137 under the budget allowance and showed a net profit of \$127.61. During the month the home kitchen pre-

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pared 10,339 meals at a cost of 12 3-10 cents per meal and received from the farm \$743 worth of vegetables, meats, milk and eggs. Twenty-eight of the employees have bought war bonds or stamps.

* * *

Dade County fee officers have reported various savings under their budgets to the county commission. Among them were Sheriff D. C. Coleman, \$30,981; Circuit Court Clerk E. B. Leatherman, \$19,510; Tax Collector Hayes Wood, \$5,247; Tax Assessor J. N. Lummus, Jr., \$340; County Judge Blanton, \$3,569; Criminal Court Clerk Cecil A. Watson, \$2,302. C. W. Chase, chairman commended them warmly.

THERE'S SOMETHING ABOUT

(Continued from page 14)

circulation, instead of letting it pay for corrupt practices in foreign courts.

Teniente Juan Pablo Salas was a young soldier with an eye to promotion, so he performed Gobernador Don Juan de Estrada a service so discreet than no record exists of it.

We can imagine an ominous grin behind the Spanish governor's beard as he said, "Now, my young friend, keep your mouth shut. I am going to reward you in a way that will surprise you. There is an uninhabited island somewhere north of Cuba, frequented by as blood-thirsty a gang of cut-throats as ever set fire to a ship. You can have it. It would be an excellent place for the modification of too tenacious a memory. Get it? Smile, damn you, smile." So from 1815 to 1822 Juan tried in Havana to get rid of his wildcat farm. Finally there appeared an angel in the person of a Mobile merchant, John Simonton, who knew a good thing when he saw it, and Juan unloaded the island on him for \$2,000 and proceeded to stand treat in Havana. Simonton sold undivided fourth interests in his find to John Whitehead, John Fleeming, John Mountain and John Warner. He then proceeded to make money the hard way for a gang of slaves who let water into the shallows and when it had evaporated, scraped up the salt, seventy-five tons of it at a time.

Big business has always frowned on competition, so the pirates were duly adjudged to be in restraint of trade, or whatever it was when you wanted a man hanged, and Commodore Porter was sent down to serve ejectment warrants. The problem had always been to catch the weatherly little craft that could point far higher into the wind than the Navy vessels could.

The commodore seems to have been ignorant of the rules for holding regattas. He brought down from New York an old steamboat, the "Sea Gull," and could get to windward of the outraged brethren. When they would seek refuge in the shallow

creeks, he had a lot of skiffs in tow to take up the chase. A remnant managed to get to the Isle of Pines, far to the south of Cuba, a Spanish possession. The commodore seemed to know as little about international law as he did about racing rules, for he followed the pirates to their last round-up and, as there were no prisoners, there have been no complaints to date.

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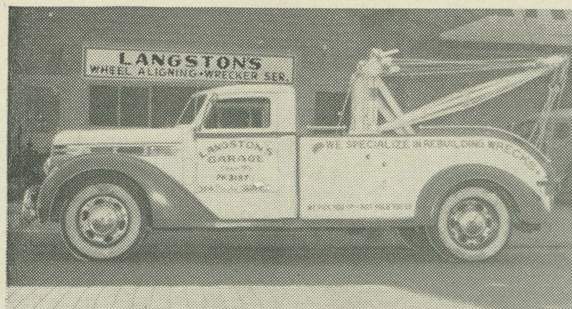
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sonville was still "Cowford," the adjudications of the U. S. district court were making Key West the wealthiest city, per capita, in the country.

Things happened fast. Spain bore down pretty hard on the Cubans. They were as game as their fighting cocks. Unequipped and outnumbered, they fought losing battles. Their survivors escaped to Key West and their nimble fingers made of Key West the cigar capital of the United States. The War Between the States happened and, except for Mrs. Caroline Lowe's distaste for ennui, which led her to fly the Confederate flag at times, Fort Taylor saw to it that Key West was "Union." The Maine went down in Havana harbor and there was quite a fuss with Spain for a while and Key West became endeared to all Cubans as the "Cradle of Cuban Liberty."

A curious thing exists in Key West, the San Carlos Institute," a public school maintained by the Cubans and by the County of Monroe, presided over by a charming Doctor of Philosophy, Seniorita Benildes Remond. There are other curious things, especially for the epicure—hot bollos; turtle steak, conch chowder, crawfish enchalada and especially Cuban coffee, over cups of which the town's business is transacted.

Yes, there's something about Key West. The people who have been here the longest, seem the least able to say what it is, except that they do not want to be anywhere else. Some of the greatest men of the country, and some of the least great, all seem to find their level here. No colossal spectacles (except those bridges under which Gulf and Ocean don white caps and dance together) nothing but a bit of the West Indies right in the U. S. A., a lot of leisure, hospitality, kindly neighbors and the finest fishing and the kindest climate in the good old United States of America.

There was a man who wrote to the local chamber of commerce that he was accustomed to the best in service and entertainment and did not wish to be misled by any secretarial hot air into coming to some place where he could not maintain the tempo to which he was accustomed. It seemed inadvisable to waste egg-food on this rooster, so he was informed that there were more congenial places for any who lacked the mental resources requisite for enjoying life on their own hook. At the same time, it was possible that after one had acquired blistered feet and fallen arches by dancing with ladies in evening dress, one could often find enjoyment in sitting on the back step beside a demure lass in a calico dress and smoking a corncob pipe in peace and quietness. He came. He stayed. Most of them do. For there really is "Something About Key West."

And, once again, Key West is the "Gibraltar of the Caribbean." The flower of the Nation's youth pass through our gates on their way to uphold the traditions of the Service. Money circulates as never before in our history. Key West begins to write a new page in its history.

* * *

Editor's Note—The Key West chamber of commerce recently issued the following mimeograph:

"This mimeograph will, we hope, be an

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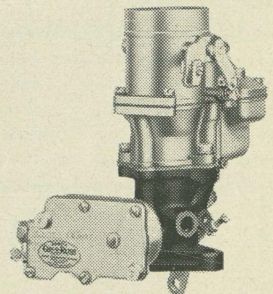
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explanation and an apology to the many who write to us expecting to receive our usual enthusiastic welcome to Key West.

"We are at war and business as usual is out for the duration. The position of Key West is peculiar. Our population has almost trebled in a little over twelve months. While the 'rent ceiling area' holds rents at a normal level, it does not provide additional accommodation for the Army, Navy and construction men; we cannot conscientiously invite the world and his wife to come here for rest and amusement as we have done in the past.

"This does not mean that there are no accommodations. Those who, for reasons of business or health, need to come to Key West will find places for themselves. * * *

"There is a bright side to the picture. The old, torturous, rough highway will be a thing of the past within less than a year and a broad, modern highway describing a long arc to the southwest will bring fortunate visitors from the mainland to this frost-free island on which modern homes are rapidly being built. Already, artesian well water is flowing into Key West from the mainland, 123 miles distant.

"So, when this bloody business of war is over, Key West will be more and more the desired haven of the weary and heavy laden, as well as of the sportsman and the ultra-gregarious.

"In 1828, Commodore David Porter, reporting to President Andrew Jackson, gave Key West the title of the 'Gibraltar of the Caribbean,' and so it is today. Laid aside for the moment is the legend, 'Rooms to rent' and in its place you read, 'Go slow. Men working.'

"And so, Key West believing that in Florida there is glory enough for all—room for every guest—and secure in the knowledge that those who have once been in Key West will be certain to return, resigns its peacetime pursuits and takes its appointed place in the ranks of the defenders of its country, content to know that on the mainland its neighbors will entertain its friends until we can once more invite them to walk with us along the paths of peace."

Lovesick swains who drive with one hand are generally headed for the aisle of a church. Some will be fortunate and live long enough to walk down it, but others will be carried.

STATE CHAMBER REELECTS

(Continued from page 19)

Daytona Beach; W. A. Shands of Gainesville; Courtney Campbell of Dunedin.

The conference elected three new members to the slate of directors-at-large. They are W. A. Leffler of Sanford, Sam D. Fitzimmons of Fort Myers, and Dr. G. S. Osincup of Orlando.

Directors from State-wide organizations reelected were Governor Holland; Cliff D.

Davenport, president of the Florida Commercial Secretaries Association, Tallahassee; Charles J. Knapp, president of the Florida State Hotel Association, Sanibel; Harold R. Davis, president of the Florida Association of Real Estate Boards; Herman J. Arrant, president of the Florida Association of Insurance Agents, Miami;

Dr. John J. Tigert, president of the Uni-

versity of Florida, Gainesville; J. Leroy Dart, president of the Florida State Bankers Association, Jacksonville; Leo Hill, president of the Florida Federation of Labor; Dr. Doak Sheridan Campbell, president of the Florida State College for Women, Tallahassee; J. L. McMullen, president of the Florida junior chamber of commerce, Live Oak;

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M. I. Slagsvol, chairman of the Florida Petroleum Industries Committee, Jacksonville; Blaine B. Barber, president of the Florida Association of Personal Finance Corporations, Daytona Beach; John Causey, president of the Florida Ice Manufacturing Association, Miami, and Walter J. Matherly, president of the State-wide Public Health Committee, Gainesville.

(Continued from page 9)

"With all of this a fair and scientific assessment cannot be made anywhere until the tax assessor ceases to be a politician and is willing to assess according to his ability

"Assessors are not supposed to be politicians and if they resort to politics, experience over the United States is that they do not remain assessors for long, for assessing officers cannot be obligated or show favoritism. The people are too smart for that."

(Continued from page 13)

The keys are as variable in size and shape as the keys on a watchman's ring. Because of the fact that some of the coral formations caught sand while others were in the path of more fertile soil awash in the waters of the sea, some are greener than others. Almost all of them have the mangrove, scrubby and tough little plant which does not seem to care whether its roots are in water, land or

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air. This tree, which sprouts seeds while its fruit is still on the tree, is likely respon-

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sible for more rapid growth of some keys. as its dense growth forms a net which slows the action of the waters, causing them to drop solids they may be carrying. This accounts for the main soil of some of the keys consisting of marl, a near-rock mixture of carbonate of lime, clay and sand, some of it soft and earthy and some of it hard and indurated.

The soil of many of the keys produces many varieties of hardwood trees, palms and pines naturally, while frequent spots have been cultivated and nurtured to raise exotic trees and plants which are great attractions for the visiting horticultural enthusiast. Many residents have created these horticultural gardens, finding that almost any plant or tree of the tropics will thrive, but the chief horticultural product of the keys is the lime and the most advertised delicacy on the roadside is lime pie.

Key Largo, longest of the keys, (30 miles) is the first of the chain south of the mainland. It is just across Card Sound from the mainland, now reached by a long, rattling, wooden bridge, which will be eliminated by the new highway now in course of construction. Cutting across Jewfish Creek it follows a narrow peninsula between Blackwater Sound and Barnes Sound to Garden Cove and saving considerable mileage.

Progressing down the keys the first settlement is that at Rock Harbor, then the larger community of Tavernier, just before reaching the short bridge over Snake Creek to Plantation Key, a long, slender piece of land and coral rock stretching almost entirely in an east and west direction. Then come the Matecumbes, Upper and Lower, the former featured by the little settlement of Islamorada, 85 miles from Miami where Ev Fowler has built a boat basin for one of the most popular fishing bases on the keys.

On Lower Matecumbe the motorist encounters the east gate of the Monroe County toll bridge commission before launching on to the first series of spans constructed over the old arch bridges of the railroad. The first of these is 1,720 feet, the second 4,435 feet, before reaching Long Key and then the Long Key bridge of 11,959 feet and the twin Tom's Harbor bridges of 1,209 and 1,395 feet, respectively, to Grassy Key, Bonefish Key, Vaca Key and Marathon. There begins the famous seven-mile bridge (35,716 feet) built over the old railroad trestle and broken only by Pigeon Key, the smallest inhabited island in the world, to Bahia Honda Key, and thence over the 5,055 foot bridge where the highway is

carried over the top of the old railroad trestle and thence to Big Pine Key and the west toll gate.

The new construction here cuts off more miles of the trip to Key West by making a direct connection between Big Pine Key and the Torch Keys, thence to Ramrod Key and Cudjoe Key and Pirates' Cove. Here another cut-off begins extending to Perky and thence across the old railroad right-of-way to Stock Island and Key West.

AND SEE THE WORLD

(Continued from page 10)

a very nice turned-up nose. And if Lois had asked me to jump off a cliff, I would have jumped. Besides, I feel like I have already jumped and I am somewhere in mid air right now. So when Mrs. Graham asks me and Lois would we like to take the kids to the beach for the day, it ain't really no question, because she knows the answer is yes.

It's really a day. But I don't think I can tell you much about it, on account I seem to be in a fog. How Lois can enjoy being with a chump like me, I don't know. But she says she has a good time. We take the kids home, and I take Lois home. When I come back Mrs. Graham asks me to sleep over again.

"I've heard of Southern hospitality," I tells her, "but I never believed it."

"Pshaw," she says.

I go to sleep and dream of Everglades and mangroves and crocodiles and orange trees. When I wake up I'm raring to go. But I

know the only place I can go is back to camp. So I play with the kids most of the morning and tell them some fancy stories. After dinner I say good-bye and thank them all. Then I go over to see Lois. We take a little walk, and she promises to keep in touch with me no matter where I am. Funny how you can know somebody for a day or two, and it seems like you know them your whole life.

Anyhow, I hit back for camp. It's a beautiful day and I feel good. And I'm not in a hurry. I lay down under a tree by the side of the road and a car stops and picks me up. There's a friendly old man driving.

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"Where are you from, soldier?" he asks.
 "The Bronx," I tells him.
 "And how do you like Florida," he says.
 "Nice," I says kinda quiet like, looking out into the blue waters of the Gulf, and thinking of a coupla things at once, "mighty nice."

CORPORAL LEON

(Continued from page 10)

He earned his way through night college by working as a packer in a women's dress manufacturing concern for four years.

Becoming manager of an antique shop, this position was quickly terminated when he sold a priceless antique for a song—"Drink to Me Only with Thine Eyes." Then he was associated with a drug concern manufacturing tooth paste and shaving cream. "The inoculation did not take, however, because I now use tooth powder and an electric razor," says Corporal Leon.

In 1937, as a mail carrier for Uncle Sam, he was assigned to the route covering the swanky East Sixties and Seventies. Later becoming a mail clerk, he organized a drama group in the New York Federation of Postal Clerks, wrote articles for their magazine and took a course in playwriting. He wrote several one-act plays and served as stage manager for an amateur theatrical group. "In all my experience, I still think that the professional production which I most enjoyed seeing was Pinocchio, presented by a group of WPA players, admission 15 cents," says Corporal Leon.

He was inducted into the U. S. Army at Camp Lupton, Long Island, March 17, 1942 and sent to Fort McClellan, Ala., for training, where he organized and edited the company newspaper, "The Long Thrust." Later he was transferred to Tyndall Field. His literary activities here cover writing a weekly column for the "Tyndall Target." Also, he has in course of preparation a children's book, some short stories, a few poems, "and lots more."

Writing, however, is only a spare time diversion for Corporal Leon. His days right now are filled to the brim in endeavoring to qualify for the privilege of wearing the coveted Silver Wings awarded to the graduates of the Flexible Gunnery School, maintained at Tyndall Field.

For the benefit of the uninitiated, "flexible gunnery" is the science of firing movable guns which are mounted in the turrets of Uncle Sam's newest fighter planes or by other devices designed to permit the widest possible range of fire, and differs greatly from the firing of guns which shoot only in one direction, and are usually operated by the pilot.

First Lieut. Jesse N. Bigbee, Public Relations Officer of the Army Air Forces at Tyndall Field, says: "The gunnery course is a rigorous and concentrated schedule of instruction and each volunteer student is specially picked for the training, because of his skill, courage, and physical qualifications. During the final stages of instruction, the student fires from a flying plane at towed aerial targets and 'shoots' with camera guns at fighter planes which dive and circle around him in realistic simulation of combat conditions. In bombing planes and in most

large fighters, it is the flexible gunner firing from the open cockpit or gun-turret who has the exciting and important job of blasting the enemy planes out of the sky." It would seem that Corporal Felix Leon has picked out quite a task for himself in Uncle Sam's Army!

So many and so well written were the manuscripts submitted in the Servicemen's Writing Contest that the judges—Russell Kay, Hunter Lynde, J. Edwin Baker, Harold Colee and Clyde J. Baser, had a very hard time to make the awards. After much consultation, however, all were agreed on the excellence of writing, style and composition of Corporal Leon's entry, and the first prize—a \$50 war bond, was at his request sent to his mother, Mrs. Sadie Leon, 2200 Grand Avenue, New York City.

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SPONGING IN OLD KEY WEST

(Continued from page 15)

water several days for cleaning by tidal action. Sometimes the sponges are placed in crawls, small enclosures made with stakes set closely together in shallow water near the shore, or kept in a trough on the boat.

The sponge fisherman must carefully watch his sponges, however, as they are apt to contract a disease which turns them a bright orange color, and which sets up an iodine smell. When a sponge turns this color it is entirely ruined.

With a dull knife remaining particles of outside skin are scraped off, and the club again beats out pieces of shell, coral, other foreign matter, and the dead tissue. Water is then squeezed through the sponges a number of times and they are ready for stringing.

The sponges are strung in bunches, each bunch strung on a piece of cord four feet and eight inches in length. Sponges of the same size and grade are strung together. They are then taken to the sponge dock on auction days for sale.

Three varieties of sponges are sold in Key West—sheepswool, yellow and grass. The sheepswool grade is the most valuable. Price depends on size, quality, shape, softness and durability. The best sponges are of grayish-blue color throughout. Inferior sponges may be distinguished by the red-brown color of the interior fiber.

The dealers who buy these further prepare them for market by clipping and shaping them, and then removing any foreign matter remaining in them. They are packed in burlap in square boxes, as a rule one grade being packed to a box. Sponges having large holes and that are otherwise imperfect, are known as "cuts." Those with imperfections, but which do not require cutting, are called "seconds," while whole, perfect specimens are known as "forms."

The Florida sponge industry is never able to meet the demand. Sponge beds soon become depleted. Some effort has been made toward conservation; the size of the sponge taken must be not less than five inches in horizontal diameter. Divers are prohibited from diving in Florida waters and usually work not closer than nine miles from shore.

Caution is the only safeguard against an automobile accident. Motorists should not trust to luck to keep them from an accident, but upon caution, common sense and courtesy.

THE GULF STREAM

(Continued from page 16)

at a point where the equator cuts across the mouth of the Amazon River on the northern coast of Brazil.

Cape St. Roque, jutting into the ocean about 5 degrees south of the equator, splits the waters of the South Equatorial Current. A part of this current flows northwestwardly along the coast of Brazil, passes the Guianas and Trinidad, and thus, through the Lesser Antilles into the Caribbean Sea.

The North Equatorial Current is likewise disrupted. The South Equatorial Current shoulders it away from land; the trade winds continually press it from the ocean. It is driven at last on the West Indies where part

of it escapes through narrow channels and over shallow banks into the Caribbean. Some, still worried by the weight of oncoming waters, moves to the northwest, where, known as the Antilles Current, it skirts the eastward side of the Bahama Islands.

Thus, set in motion by the age-old trade winds, the two great equatorial currents finally are lost in the Caribbean Sea. But the Caribbean is smaller than an ocean. Its greater length is only one thousand seven hundred and fifty miles. Its whole eastern side, from Trinidad to Puerto Rico, is exposed to the pressure of the equatorial currents. The Antilles Current prevents escape on the northern side. Driven to the northwest, these waters at last flow through the Yucatan Channel into the Gulf of Mexico.

Fed by the rivers of Eastern Mexico and the rivers of the Gulf States, the Gulf of Mexico receives this additional deluge which flows steadily into it from the former Spanish Main. Water in the Gulf rises until it, too, must find an outlet. There is

but one, the narrow channel between Florida and Cuba.

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At times, the waters in the Gulf of Mexico are three feet higher than the ocean. These waters, forming a mighty stream three hundred and fifty fathoms deep and fifty miles wide, pass through the Florida Straits at the rate of five miles an hour. Just beyond Cay Sal Bank it runs into the Great Bahama Bank, a submerged plateau with almost perpendicular sides.

The Gulf Stream turns northward, runs into a narrow channel, and continues with undiminished speed. Its course lies along a "continental bib," or shelf, the ocean-covered margin of the continent.

After passing Little Bahama Bank, the Gulf Stream is joined off St. Augustine by the Antilles Current, a great sluggish stream that gradually slows its companion to a speed of about one mile an hour. Still known as the Gulf Stream, these two currents, now 200 miles wide, continue their northward journey but are turned to the northeast and finally directed eastward when they encounter the Newfoundland Banks.

There, in mid-Atlantic, the Gulf Stream splits into three streams, one of which turns southward toward the Azores. At 30 degrees north latitude this southern division runs into the region of the northeast trades, which drives it southwestward to join the North Equatorial Current and thus completes the circle.

The distance around this rough circle is about 12,000 miles. In reality is is a huge eddy which has been named the North Atlantic Eddy. By tossing dated and sealed bottles into different parts of the eddy, men in the United States hydrographic office have been able to estimate that the water near the outside of this eddy makes its 12,000-mile journey in approximately three years.

At the center of this vast, slowly sweeping eddy lies that one-time feared and mysterious region where wrecked or deserted ships, lifeless derelicts of the ocean, drifted, one after another, into a weed-choked sea. Columbus discovered it on his first voyage to the New World. He named it the Mar de Sargaco, a name that survives today as the Sargasso Sea.

For a long time during the day of wooden ships sailors were superstitious about the Sargasso Sea. They were unable to account for the many derelicts they saw there. They believed there must be some connection between the thousands of acres of seaweeds and these rotting hulks that floated in their midst. They did not know about the great ocean eddy which slowly swept everything into its center. One theory is that the seaweed in the Sargasso Sea may be native to the Atlantic Ocean instead of carried from the coasts of the Antilles.

Seaweeds grow in shallow tropical waters where they cling to stones by means of cup-like discs. They do not hold tightly and every storm tears great quantities of them from their moorings. Tides and shore currents loosen a great many more so that they appear in great numbers in the Gulf Stream.

They are so plentiful there that they have won the name of "gulfweed." By means of berry-like air vessels clustered on their stems, they float on the surface of the current in long yellow lines. In some parts

of the world, especially China and elsewhere in the Far East, these seaweeds are used as a food when prepared as a pickle or a salad. In South America the stems, called "goiter sticks" are employed in treating goiter.

In the Gulf Stream, these weeds provide protection and shelter for millions of tiny

creatures born in tropical seas. Countless one-celled animals, crabs, fish and other forms of life cling or hover in the yellow weeds as they leave their homes in the torrid zone

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and are swept northward. Many of them reach the confines of the Sargasso Sea but many more are carried into the cool arctic waters where they are lost.

The waters that turn northward, east of the Newfoundland Banks, eventually turn again to sweep southward along the coasts of Greenland and pick up the huge icebergs that are broken off the ends of glaciers which slide from the shores of that country. The current is cool now. The heat that it absorbed in its long journey across the equator, the tropic seas, and the straits of South and Central America is lost by long exposure to arctic weather. It is further chilled by the hundreds of icebergs, great and small, which it now carries on its crest.

Slowly, these mountains of arctic ice sail southward, cutting across the sea lanes, where busy ships ply between America and Europe, lanes which are also the path of the Gulf Stream as it flows eastward. This southbound current, known as the Labrador Current, is as frigidly cold as the Gulf Stream is hospitably warm.

The meeting of these two currents gives rise to dense and terrible fogs which are dreaded by captains of ocean-going ships. In the midst of these fogs the icebergs hover, caught between the two currents, until they slowly melt. Numerous vessels have been lost at sea after crushing into these drifting icebergs. The toll of human life has been great.

When, on April 15, 1912, the Titanic, en route from Liverpool to New York on her maiden voyage, crashed into an iceberg and sank, 1,635 persons were drowned. Shipowners were roused to action. A commission met at Brussels and laid down trans-Atlantic routes for steamships to follow. These routes were meant to take vessels south of the dangerous iceberg zone.

For additional protection, Great Britain and the United States each contribute specially equipped boats to form an iceberg patrol. These vessels are constantly on duty in these hazardous waters. Small bergs are broken up with explosives, so that they melt more rapidly. When larger bergs are sighted their positions and drifts are wirelessly reported to passing ships. Largely as a result of the patrol's work, no ship has been sunk by an iceberg since the Titanic.

The third and main current of the Gulf Stream, curving slowly in a northeasterly

direction, moderates the climate of the British Isles and northwestern Europe. The Gulf Stream's beneficial effects are partly responsible for Scandinavia's ability to support a population of twelve million. Lower Greenland, lying in the same latitude but untouched by the Gulf Stream, is an uninhabitable wasteland. It is not the Gulf

Stream itself, however, but prevailing winds from the southwest which carry its warmth to northwestern Europe. The winds are warmed as they pass over the Gulf Stream on their way to land. Then, having fulfilled its usefulness, the Gulf Stream flows into the Arctic Seas, where it cools and merges into the southbound Labrador Current.

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Such is the story of the Gulf Stream, a river of balmy, blue water which flows thru a cold green ocean. Scientists, however, are not satisfied that this is the whole story. The earth is not a perfect sphere and this results in a difference of ocean levels. The pull of gravity at the equator is not the same as it is in arctic regions. These and other factors may have a great influence on the flow and characteristics of the Gulf Stream. Scientists are still studying this great current, for any change in it might change the destiny of Europe and of other continents.

WE'LL DO IT OURSELVES

(Continued from page 12)

battered down and thrown beyond its reach by the attacking wave, but was carried back with it on its retreat to the sea.

"The solution? Yes, this problem has been solved. How? By presenting a surface over which the advancing wave glides, as over a piece of glass, and retreating gains no hold for its work of destruction. The material was found in the marine marl, or coral rock, which occurs in plentiful deposits along the line of road. This rock, 92 percent carbonate of lime, is found as a thick plastic mass, dazzling white in color, which upon exposure to air and sun becomes harder and harder as time goes by, and it presents a surface as smooth as glass. Spread over the fills and embankments of the construction work, it covers them as with an unbroken, compact blanket impervious to the waves and offering no leverage on which they can get a destructive hold.

"Still another problem was forced upon these engineers for solution and it led to, and through, many complications. It was the determination of the elevation of the bridge work above the water. From the start it was evident that the rails must be laid above the reach of the waves. The wind might at times carry the spray to the tops of these viaducts, but they must be high enough above mean low tide so that the destructive action of ocean billows could never surmount them. What, then, determined the height of the wave? The depth of the water over which it rolls, and to some degree, the uninterrupted sweep of the winds which raise it. Therefore, the deeper the water, the higher must be the bridge which spanned it.

"Then these engineers were brought face to face with a question of economical construction. The arched bridge of concrete is more costly than the steel girder laid on piers of concrete, but once completed the former needs no repairs and resists the ravages of time, which seems only to strengthen it. (The concrete arch bridges are the present support for many of the highway bridges and are being utilized in the present highway construction.) The steel truss must be painted to withstand the action of moisture and, in this climate, the attack of salt-laden air. In the course of long years, the steel girder may have to be replaced. It was calculated that the interest on the difference in cost between the two types of bridges would meet perpetually the expense of maintenance of the cheaper—the steel girder mounted upon the concrete pier."

These steel girder spans are located at Long Key, Knights Key and Bahia Honda. The Knights Key bridge is the longest, more than seven miles, while the Bahia Honda span is the highest, going over 30 feet of water down to bed rock. The highway over this span does not go through the steel girder "box" as did the railway, but over the top of it. The span is nearly a mile in length.

In constructing the original railroad roadway the Florida East Coast engineers employed 27 launches, eight stern-wheel steamers which were brought from the Mississippi River, three tugs, 12 dredges, eight concrete mixers, 12 steam pile drivers, 10 power excavators, eight derrick barges, one catamaran, 150 lighters, two steel barges, six locomotive cranes and two sea-going steamers. All equipment was fitted with generating motors to provide lights so that work could go on day or night.

The Key West extension of the Flagler System cost some \$20,000,000. The last train was run over it on September 3 (Labor Day) 1935 when it carried out a number of survivors of the hurricane of that date. Three years later the State Road Department gave Key West a highway to the mainland by utilizing the old railroad right-of-way and some of its bridges and improvements have since been made. Those being constructed at the present time will shorten the route by 17 miles and give a complete modern highway all the way.

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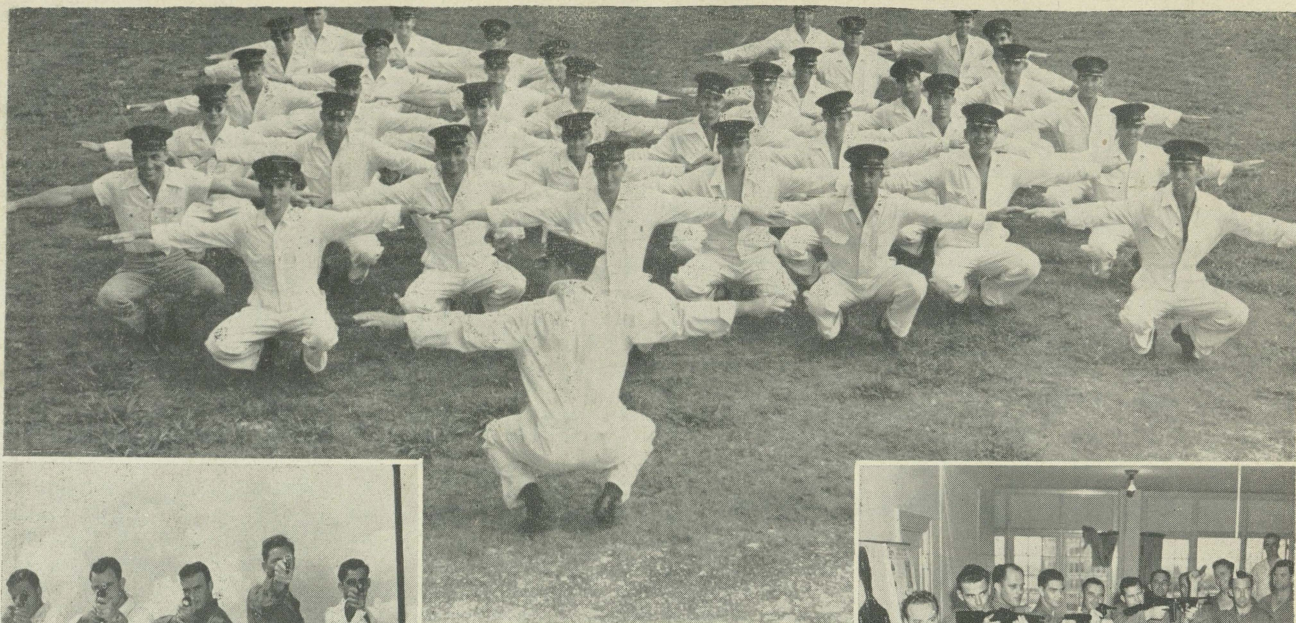
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For this, our hats are off to the Florida Highway Patrol. They're off, too, to those of the Patrol whose training now is making them valuable officers and men in the armed services.

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